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# The China Mail

ESTABLISHED 1846

May 1, 1920, Temperature 71.

Rainfall: 0.00 inch.

Humidity 95.

May 1, 191, Temperature 54.

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號一月五年十二百九千一英

HONGKONG, SATURDAY, MAY 1, 1920.

日三十月三申庚次歲年九國民華中

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## NINE DAYS IN OPEN BOATS.

6 SURVIVORS OUT OF 18 MEN.

STORM, FAMINE, AND THIRST.

A special meeting of the Liverpool Local Marine Board was held last month, under the chairmanship of Colonel Wainwright, for the purpose of presenting a silver cup awarded by the King of Norway to Captain Geo. Charles Oxley, master of the British steamer "Polish Monarch," in recognition of his services to the survivors of the crew of the Norwegian barque "Sardhana," which foundered in the South Atlantic Ocean on July 5, 1918. The story of Nils Ellissen, the mate of the "Sardhana," which was read at the meeting by Commander F. M. Sergeant, R.D., R.N.R., is one of the most striking narratives of the sea which has been made public for years. Among those present were Mr. J. Vogt (Norwegian Consul at Liverpool), Captain J. C. Black, M.L.N.A. (marine superintendent), and Captain Wm. Dalziel, of Messrs. Raeburn and Vercel, the Monarch Line, of Glasgow, the owners of the "Polish Monarch." Captain J. H. Goodwin (president) and Mr. Thos. Scott (secretary) of the Mercantile Marine Service Association, of which body Captain Oxley is a member, and Commander F. M. Sergeant, R.D., R.N.R. (secretary of the Local Marine Board).

Colonel Wainwright said the sea had always been a great school for cultivating self-sufficiency, endurance and comradeship, which called for a man to lay down his life for his fellow man. Sailors had always been remarkable for the endurance and resource which enabled them to combat and overcome difficulties.

Commander Sergeant then read the following story of the loss of the "Sardhana," and the terrible sufferings of the survivors before their rescue by the "Polish Monarch," as given by Mr. Nils Ellissen, who was the mate of the "Sardhana."

#### STORY OF THE DISASTER.

"On June 22, 1918, the barque 'Sardhana,' of Porsgrund, left Buenos Ayres Roads with a cargo of 1,790 tons of linseed, in bags, bound for New York. On the 27th June we passed into Monte Video, and the wind being favourable, we proceeded on the voyage. All went well. Moderate to fresh northerly winds were experienced. On the 2nd July, at 4 p.m., the barometer had fallen to 29.50. Sail was shortened to lower topsails, fore topsail staysail and storm spinnaker. At about 4.30 p.m. a squall of hurricane force struck the vessel on the port side, causing her to heel to starboard, so that the vessel lay with her starboard rail under water. The barque would not come upright, so the main and mizen topmast rigging was cut and the masts went down the hold to shift cargo, with the exception of three men who were kept on deck to manœuvre the ship and attend to other duties. Ship at time was unmanageable. The crew continued working down the hold all night shifting cargo, with no apparent result. On the 3rd July, at 8 a.m., we cut the foremast rigging and let the foremast go by the board. Ship would not right herself, so we tried to rig out a sea-anchor from the starboard quarter by paying out a long hawser. When this was done, sail was set forward. This had no effect. At this time, cabin and all deck-houses were full of water, and standard lifeboat, bridge, and standard compasses were washed away. At 3 p.m. the starboard main rigging was carried away. Crew still down the holds shifting cargo. Sounded ship and found twenty-one inches of water. Throughout the night the crew were continually down the hold shifting cargo. On July 4, at 10 a.m., it seemed that we could not save the ship, so the remaining boats were provisioned and all preparations made for leaving the ship. On the 5th July, at 5 in the morning, we abandoned the barque, as she was sinking; at 6.30 a.m. she foundered. In my boat were the carpenter, steward, cook, and five sailors. The captain, sailmaker, and the rest of the sailors were in the other boat.

CAPTAIN'S BOAT DISAPPEARS.  
We remained in company together throughout the day. Very bad weather was experienced, and we had great difficulty in keeping the boat afloat. The crew continually baling. At 6 p.m., being very dark, we were ahead of the captain's boat on the top of a sea. We saw the light in the captain's boat go out, and at the same time we heard cries for help coming from the direction of that boat. We looked, but no boat could be seen. Owing to the state of the weather, I had great difficulty in keeping my boat from being swamped. Throughout the night great difficulty was experienced in keeping the boat afloat.

sea continually breaking on board, and all hands continually baling. On the 6th July the same weather conditions continued throughout the day. About midnight the wind shifted in a squall, which caused the boat to capsize. We succeeded in clinging to the boat for about half-an-hour, and then righted her. We found we had lost one man, nearly all the boat's equipment, and nearly all our provisions. On the 7th July, about 6 a.m., we rigged out the sea-anchor, which carried away almost as soon as it was put out. We tried to rig up the sails so as to keep the boat heading the sea as much as possible. But, was heading N.W., with gale from the S.W. We had great difficulty in keeping the boat from being swamped. During the forenoon the cook went insane, and he died during the night. On the 8th July the gale continued from the S.W. We buried the cook at daylight. On the 9th July the gale continued from the S.W. and we had great difficulty in keeping the boat afloat, all hands continually baling. On the 10th July, at about 6 a.m., the boat again capsized. It took half-an-hour to right the boat, and we lost a lot more of our provisions, and our supply of fresh water was spoiled. Bad weather continued throughout the day and night. On the 11th July bad weather continued throughout the day and night. On the 12th July, at about 6 a.m., the boat again capsized, and we lost the carpenter and one man. We lay on the bottom of the boat an hour and a half before we got her righted. We found that we had lost everything out of the boat with the exception of the sail, and the water-breaker, which was empty.

#### STEWARDS BECAME INSANE.

On the 13th July the steward drank salt water and went insane. On the 14th July the weather moderated. We all felt the want of food and water. The steward died during the night. On the 15th July, at 6 a.m., we buried the steward. We all felt the want of food and water very badly, and decided that if we did not get something soon we should have to resort to cannibalism. At about 9 a.m. we had a heavy rain shower. We took off our oil-skin coats, and caught sufficient to get a good drink. We also managed to put some of our water breaker. We felt somewhat revived after this. We sighted your steamer about 15 minutes before she got up to us. We were not keeping a very good lookout, as we were feeling very despondent, for only an hour before we had seen the smoke of a steamer which was too far away to see us. We felt that we should never be picked up. When we got abreast your steamer and nobody had seen us, we abandoned all hope. However, you had not got very far away when we saw the flag hoisted. We knew that we had been seen and should be picked up.

Mr. John Vogt said it afforded him, as Norwegian Consul in Liverpool, very much pleasure in attending those functions, and be able to meet those brave, courageous British shipmasters who had from time to time rescued his countrymen. He was very proud at being able to be present on behalf of His Majesty the King of Norway and the Norwegian Government to thank Captain Oxley for his splendid services, and to congratulate him on the King's gift to him. The King of Norway was a sailor and the Prime Minister was a shipowner, and they understood and fully appreciated Captain Oxley's conduct.

CAPTAIN OXLEY AND THE SURVIVORS.  
Captain Oxley said he appreciated the honour they had conferred upon him. Colonel Wainwright had remarked about brave deeds, but he thought if there was anything brave about it it was the Norwegian seamen in the boat who put up such a fight against circumstances. They always felt honoured to do their best to assist their brethren in distress at sea—(applause)—whether they were friends or enemies. He was sure on that occasion it was more than an honour, after hearing the mate's story, to make him and his men comfortable on his ship until their arrival at Monte Video. He wished Mr. Vogt to convey to the King of Norway his deep and sincere appreciation of the gift, which he and his family would highly prize.

#### CAPTAIN GOODWIN SAYS.

Captain Goodwin said it gave him very great pleasure to be present on an occasion of that kind, especially when it was a member of the M.M.S.A. who had displayed such humanity and gallantry in rescuing these seamen from a watery grave. He had been through the mill, and he knew it from both sides.

Captain Black said it had given his principals the greatest pleasure to think that one of their ships had been able to effect such a timely rescue of the subjects of the King of Norway. He would also like to join the names of the officers and crew of the "Polish Monarch" with the rescue, because it mattered not when the action of the master might be if he was not supported to the utmost extreme by his officers and men, his efforts would be of very little avail. Captain Oxley had distinguished himself in many ways, by heroic acts which had not gone to notice.

#### ON THE PROPOSITION OF MR. SCOTT.

On the proposition of Mr. Scott, a vote of thanks was accorded to the

## WHERE THE ASPHALT COMES FROM.

The famous pitch lake of Trinidad, which supplies us with most of our asphalt, is illustrated and described in The Scientific American Supplement (New York). Long ago, says the writer, when Nature was stocking her storehouse with gifts for man, she must have recognized modern needs for smooth and dustless highways. For in the crater of an extinct volcano she set up her chemical laboratory for producing an inexhaustible supply of asphalt, the perfect road-material. He continues:

"Nature is not always kind to man; many of her treasures are hidden deep down in the earth, or at the bottom of the sea. For copper, tin, and gold man must climb high mountains and drill and blast through miles of rock; not so with asphalt, however, for here Nature seemed to have been in a pleasant mood. Let's make it handy, she seemed to say, and handy it is. Near the sea it lies, and right on the surface so that no mining is necessary—in a form so pure that it requires almost no refining and is a constantly renewed supply. What other mineral can you name which, when a wagon-load is taken away, accommodates itself to the hole by itself, that there is just as much there as before? Sounds like a story of mythology, yet asphalt does just that. The largest and best-known asphalt deposit in the world is found on the eastern side of the island of Trinidad, just a few miles off the coast of Venezuela, South America. This great deposit has been worked for years at the rate of 200,000 tons a year, yet there is no hole to be seen, not even a depression in the bed, and apparently, there is just as much there now as there was at the very beginning."

The "Pitch Lake," as it is called, occupies what seems to be the crater of an extinct mud-volcano. It is about a mile from the seashore, and has an elevation of 135 feet above the sea. The lake of deposit covers an area of about one hundred acres, and is of an unknown depth. Borings of a hundred feet have been made. The surface is hard, excepting a few soft spots near the middle, it resembles brownish-black earth or stone. In places it is a bit soft, underfoot so that the shoes leave impressions in the surface, just as they do on an asphalt pavement of a hot day.

"There are a few soft spots where the mass oozes and bubbles up in a semi-liquid state. There is no vegetation over the deposit, and standing at the edge one notes that it is perceptibly higher in the middle than at the sides."

The deposit is owned by the Government of Trinidad, and is leased to an American company to work. The income to the island from this curious deposit is said to amount to around a quarter of a million annually.

"A refinery is located near the edge, and several narrow-gauge tracks run out across the lake. The grooves of these tracks must be renewed every few weeks, for they gradually sink down and disappear in the asphalt and if new ones are not constantly supplied the track itself would soon go out of sight. Negro workmen dig up the crude asphalt with picks in the spots where it is hard; the soft spots are left alone. It does not come up easily, but is rather tough, bends but does not break easily. The mass below the surface is full of holes and reminds one of Swiss cheese. The farther down we go the softer does the material become so that after one spot is dug out to a depth of about two feet or so, the workman are obliged to dig in some other place. In the course of a week or ten days the hole that was dug out fills itself up again even with the surface. The heat is intense over the whole surface of the lake."

"This asphalt contains very little foreign matter, and as it stands could be used for roadwork. When it is to be used for roofing or the making of asphalt paints it is put through a special refining process."

Asphalt or asphaltum is like coal, a product of prehistoric vegetation. The only other deposit which approaches this one in size is found in the lowlands of Venezuela about fifty miles from the coast, and although of a still purer quality the location of the lake makes it hard to get at. Some authorities claim that these two lakes are connected, and are fed from the same source through subterranean fissures in the rock.

Asphalt was first used as a road-material in Persia some fifty years ago, but has attained its greatest usefulness in America."

On the proposition of Mr. Scott, a vote of thanks was accorded to the

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## BUSINESS NOTICES

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THE Undersigned have received instructions from Messrs. THORESEN & Co. to sell by Public Auction on

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1457 tons gross Reg. 921 tons net Reg.

1800 tons deadweight capacity on 17 feet mean draft. Speed 10 knots.

This Steamer went ashore in the Gulf of Siam, was salvaged, and towed to Bangkok, where she was dry-docked and patched up.

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## INTIMATIONS.

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TEA DANCING from 4 to 7 p.m.  
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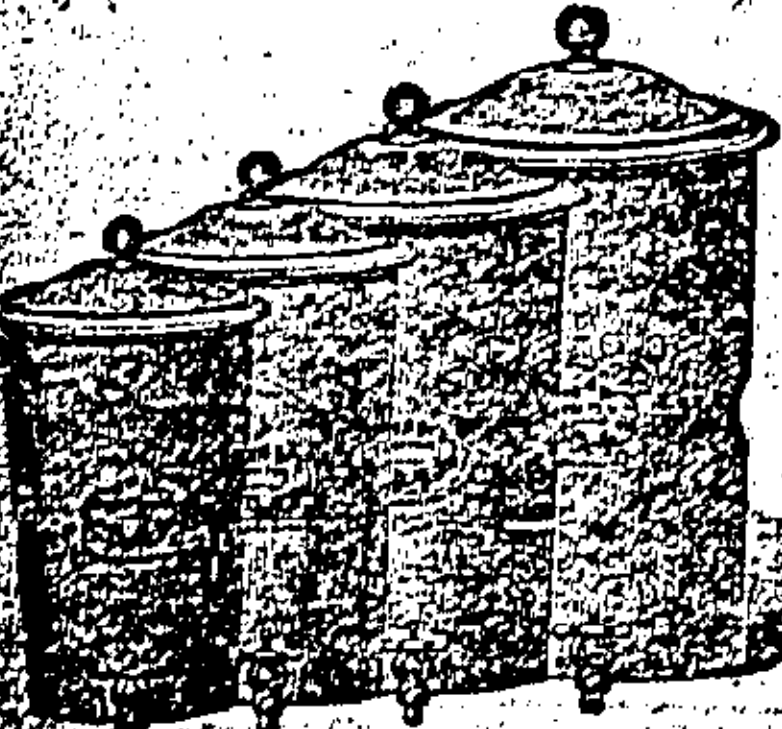
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SUNK IN THE ENGLISH  
CHANNEL

In the Admiralty Court, Mr. Justice Hill delivered judgment in the case of collision between the London S.S. "Mid-Surrey" and the Japanese S.S. "Wada Maru" in the English Channel in July last, the result of which being that the plaintiffs' vessel, the "Mid-Surrey," was sunk.

His Lordship, in the course of his judgment, said that the collision happened at about 6.25 p.m. on July 18, 1919, in the English Channel near the "Royal Sovereign Light Vessels." He found that it was somewhat to the southern and westward of the "Royal Sovereign." That was the position placed by the plaintiffs' preliminary account, and it was also the position fixed by the defendants' evidence. The "Mid-Surrey," the plaintiffs' ship, was a steamship of 879 tons gross, 222 feet long, laden with coal. She was an iron ship 49 years old. The "Wada Maru," a steamship of 3,343 tons gross, 340 feet long, was in ballast. The "Mid-Surrey" was proceeding up channel and the "Wada Maru" down channel. The port side of the "Mid-Surrey" in the way of the after bulkhead—the bulkhead between the main hold and the engine and boiler space which were right aft—was the point struck on the "Mid-Surrey" by the stem of the "Wada Maru," as he found. There was considerable controversy about the angle. According to the pictures which were drawn on either side and which were probably as near the truth as any other evidence, it was an angle of 3 to 4 points leading aft on the "Mid-Surrey." At the collision there was thick fog, the visibility according to the plaintiffs being 200 feet and according to the defendants 100 feet. There was an ebb tide setting in a westerly direction. The weather reports showed that there had been fog and thick fog practically all day right down the Channel from the Downs to the Owers, except that Dunegness recorded an interval when not sounding for fog between noon and 5 p.m. Otherwise the records were all fog or thick fog, and the Dunegness record showed fog or thick fog after 5 p.m. The "Royal Sovereign," Beachy Head, and the Owers recorded fog all day. The plaintiffs' case was that they passed the Owers and proceeded from the Owers to Beachy Head at three-quarter speed, which was a good seven knots; that at 4.50 p.m. when they had by sound Beachy Head ahead they altered course to E. S. E. and put the engines slow; that they had been sounding for fog all the time; that seven minutes before the collision, which they put at 6.25 p.m., they heard a long blast of the "Wada Maru" four or five points on the port bow; that they stopped the engines and exchanged long blasts

three or four times; that after three minutes all way was run off and the "Mid-Surrey" was stationary in the water, and then they gave a two long blast signal according to the evidence three or four times was pleaded, twice, in reply single long blasts from the "Wada Maru," that as these sound signals of the "Wada Maru" were approaching them and seemed to be quite close still on the port bow the engines of the "Mid-Surrey" were put full speed astern and three short blasts sounded; and immediately they saw a length away about 220 feet four or five points on the port bow the "Wada Maru" heading for their bridge and coming towards them at speed. The engines were ordered at once full ahead and the helm hard-astarboarded, but the collision immediately happened. They said that the "Mid-Surrey" was cut into; to the extent of some six feet, and after the collision she was taken in tow but sank some two hours later before she could be got into a place of safety. The defendants' case was that the "Wada Maru" was on a course of W. by S. S. sounding for fog and proceeding at a speed which according to the master was full, that was 9 1/2 knots, up to 6.10 p.m., or 14 minutes before the collision (according to the mate, it had been half speed from 5.25 p.m.); that at 6.10 p.m. the speed was reduced to slow because of the fog, and a minute later some steamers' whistles being heard on the either bow the engines were stopped and then put at dead slow; that at 6.15 p.m., nine minutes before the collision, the course was altered to west, they having reached a point with regard to the "Royal Sovereign" where they wanted to alter course; that a minute later the long blast of the "Mid-Surrey" was heard on the starboard bow, and the engines were again stopped; that the "Wada Maru" remained with her engines stopped for five minutes, during which time no whistles of the "Mid-Surrey" were heard, and then two long blasts and one long blast were heard, and the engines of the "Wada Maru" were put full speed astern; that the "Mid-Surrey" was then seen at a distance of 100 feet, and the helm was hard-astarboarded and the collision immediately followed. According to this case all the way was off the "Wada Maru," and the "Mid-Surrey," the defendants said, came out of the fog with speed on her and apparently acting under hard a port helm, and the "Mid-Surrey" swung her stern upon the stem and starboard bow of the stationary "Wada Maru." On the other hand, the case for the plaintiffs was that they had stopped and had been stopped in the water for some little time, and that the "Wada Maru" came out of the fog at speed and collided with them. There were considerable difficulties in detail in either case. As to the heading at the collision the angle of the bow and so forth,

there was great conflict, and he had considerable difficulty in reconciling the evidence on either side, and indeed in some instances reconciling the evidence for each case itself. On the whole, in substance, he preferred the evidence for the plaintiffs. The main difficulty he felt about that was the deposition made by the master, but he thought that when that deposition was looked at and the circumstance under which it was given were explained, he thought he ought not to attach weight to it. The master, after the "Mid-Surrey" sank, landed at Newhaven, and he had to get his crew off by train in a hurry. He had a great deal to attend to, and he went to the Receiver of Wrecks and made his deposition. As appeared from the document, he began by telling the whole story in two lines, and he gave practically no information. He seemed to have then thought that that was too meagre, and that statement was struck out and he retold the story in four lines. If he read the deposition literally he should have to hold that it meant literally that the master stopped his engines and thereupon sounded two long blasts. But he thought he ought to have regard to the circumstances under which the deposition was made, and accept the explanation of the master, and he did not think it did represent what was his full mind at that time with regard to the collision. Therefore, he did not feel himself prevented from arriving at the conclusion he did when he heard the evidence that he preferred the plaintiffs' evidence to that for the defence. He found that the "Wada Maru" had forward way to and at the collision. Giving the "Wada Maru" the full benefit of the period of clearer atmosphere in the neighbourhood of Dunegness, it was impossible to resist the conclusion that the "Wada Maru" had been proceeding at full or nearly full speed up to a time very shortly before the collision. She no doubt reduced her speed before the "Mid-Surrey" was sighted, but up to the collision she was proceeding at an immoderate speed. That excessive speed was, in the opinion of himself and the Elder Brethren, the cause of the collision. The result was that the "Wada Maru" was alone to blame.

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INSPECTION INVITED.

### DEATH.

MOSS.—At the Peak Hospital, on the 30th April, Denis K. Moss, aged 37 years. The funeral will pass the Monument to-day (Saturday), at 5 p.m. Shanghai papers please copy.

### The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."  
HONGKONG, SATURDAY, MAY 1, 1920.

### SOLVITUR AMBULANDO.

Every budding Macanlay knows that, given certain conditions, he who runs may read. It is less generally known that he who walks may think. You know it, of course; do not hasten to get huffy over a suspected slur upon your savvy; we referred, if we did refer, to the other fellow. This, come to think of it, applies, or should apply, to every observation by whomsoever made, since the man who believed himself able to tell something known to no other man would be indeed a bold fellow, even for a journalist, who is habituated and hardened to the job of teaching his grandmother how to suck eggs. Let it be established then, that many men know what a few do not, and a few know what many don't, but that no one knows what none know; and the man who knows what all men know is a fool in a state of nescience and complete agnosticism, from whom shall be taken even that which he hath not. If this be not sufficiently clear unto your powers of comprehension, solvitur ambulando. Walk. So may solution come, or if not, then forgetfulness, which is far better. In pedestrian exercise, or, as some call it, in walking, the action of the heart is stimulated wisely but not too much. The lungs are distended with more and purer air. The circulation of the blood, exercising its stop-over privilege en route, backs up and reanimates the most sluggish brain, inducing the rare phenomenon of "ratiocination." These are not obiter dicta, not theories; they are scientifically established and accepted facts. Consequently, where some men confronted with a problem propose to "sleep on it," as a policeman on a beat or a Hongkong night-watchman on his job, others decide to walk on it. Solvitur ambulando. Let none be so rash as to declare either inferior to the other. Such supposition is no part of our present purpose. We do but desire to men-

tion that having at odd whiles tried both, and being perhaps an indifferent sleeper, owing either to conscience or insects, we have invariably obtained the more satisfactory results from walking. The micro-pneumousness that prohibits the owning or hiring of an automobile, the discomfort and unsociability of the common or garden ricksha, the limited range of the rail-confined street car, the doubt of the China pony's complete concurrence in our ambulatory desires, the non-arrival of the aeroplane as a popular conveyance, the practical unobtainableness of a dogcart or gig and trotter, all these are arguments in favour of patronage for Shanks' mare. There is, of course, on the other side the high cost of living, especially as regards shoe-leather (or, as we should perhaps more accurately say, shoe-paper); but there is no law against going barefoot. Solvitur ambulando. Some people in this epoch of habitual impatience and needless hurry consider walking too slow. That is impossible. All walking makes time fly so, and since the hustlers are mainly intent on the passing of time, it looks as if with their expedited transport contrivances they go a long way round for a short cut. The ideal way to engage in a long walking tour would be to sit on a gate, overlooking a pretty view, and to wait until the spinning world brought under your feet the precise bit of pavement you desired originally to stand on. But the gate is attached by hinges to posts which are attached to the revolving globe by holes, and it cannot be done. In theory, if you wished to walk a long way west, it should be possible by leaping into the air to let a mile or two of road slip under your feet before you come down again, and so travel like Spring-beeled Jack, a mythical hero of our youth. We have experimented in this direction, and devoted considerable study to the problem, and have decided that the reason it does not work is because we do not jump high enough. In a warm climate, of course, jumping is too strenuous and periphery an exercise, so that plain walking is again indicated, as we used to say at Oxford. Those who remember the trottoir roulante at the Paris Exhibition of twenty years ago will appreciate the motive of our investigations, designed to hit upon a method of making walking easier. If you had no particular desire to abandon a place where you felt comfortable, and where the back was good, and yet wanted walking exercise—and this is not at all inhuman or inconsistent—the trottoir roulante offered you

complete satisfaction. By walking in the opposite direction to the way it rolled, you stayed where you were. In Hongkong you want a walk, and having walked to some place where you do not want to stay, you find imposed upon you the necessity of walking back, when, as sometimes happens, your appetite for walking is no longer with you. On the trottoir roulante, if you arrived at some part of the exposition grounds which did not interest you sufficiently to induce you to remain, you stopped walking and were whirled along until the place you favoured arrived, like the street door to the man who was tight. So it can be done, you see, and we may yet find some way to take advantage of the revolution of the earth on whose surface we are so fond of moving about for no better reason than that elsewhere always looks a nicer place than here. An airman recently told us that if we could fly fast enough in a direction opposite to the rotation of the earth, we could travel backwards in time, and pass the middle of last week on our way to childhood's happy days. We could start on a Monday, and arrive on the previous Saturday. We proved mathematically that in time an airman of 25 would become a pulsing infant, and need a nurse. But life is one thing after another, as we know, and while he is travelling back to puerility and babyhood, the aviator of 25 is, regardless of almanack dates, accumulating days, and weeks towards 26 and more. There's a catch in it somewhere, just as there was in the Greek proposition of the athlete and the tortoise, which was, as you know, the origin of our to-day's phrase "solvitur ambulando." Theoretically (and on the best Einstein reasoning) the athlete could never catch that tortoise. But somebody proved by walking after a tortoise that it could be overtaken, and philosophy received a setback then from which it has never really recovered. Those who think that Einstein's mathematics have upset Newton and gravitation and other foundations of science should remember that, as walk, solvitur ambulando. Mister Walker is usually a healthy, happy, and wise man. Walk, though and be likewise.

### ADVERSARIA.

Reporters are usually male and always susceptible. Un-equipped with the knowledge necessary for genuine dramatic criticism, according to actresses generally that know which belongs to the unknown, they usually turn on a tap of gush, flowing from the reservoir of other men's phraseology, with a flourish of technical or cant terminology in it. An actress is to them always an "emotional actress," as if there were any acting that is not emotional. Should she be pretty, as she quite frequently is, and not averse from publicity, (ah!) and "graciously consents" to an interview with the newspaperman, he's a gone coon. There is only the editorial blue-pencil to prevent him from making himself and the paper ridiculous, and the lady happy. We remember reading somewhere, somewhere, in the hazy past, a description of the wonderfully artistic way in which an actress of established reputation occupied the stage alone, and "without uttering a single word," passed some effective minutes in pouring out a cup of tea and drinking it. This was described as an exhibition of "cleverly suppressed emotion." It seems to the Adversarian more like a case of suppressing a thirst. He himself is prepared to sit on any stage, without saying a single word, mind you, and to pour out a bottle of beer and drink it in the most realistic manner. Asked where he gained such dramatic ability, he will prove his modesty by answering that it came naturally to him. No credit to him what ever. It just happens that he can do it. The representation of emotional desire as he picks up the bottle with a trembling hand is really masterly. Osmond Tearle or Henry Irving could not surpass it. The idea of concentrated attention and fastidious care as he tilts the tumbler and spills the beer against the inner side of it is most convincing. The beatific expression of his countenance, eyelids down, mouth open, ears flapping, as he brings the act to the consummation of imbibition, has only to be seen to be recognized as the act of dramatic art. The audience is satisfied without any inartistic superfluity of lip-smacking that he had really wanted it. In private life, he prefers it from one of Mr. Rutledge's big bottles, one that has rested unopened for at least a fortnight. On the stage, of course, he has to drink whatever some other man pays for.

Vice-Admiral Duff's remark at Shanghai, when he was boosting for the Navy League, and trying to pay a compliment to his hosts, that Hongkong was a blot on the picture didn't annoy us, and should not annoy anybody. A certain exuberance in public speaking has to be allowed for. The main thing is to warn the public against being stampeded into putting up more money for unwanted canteen accommodation here. When we say unwanted, we are thinking of the sailors themselves, and not of the petty highbrows who yearn for further opportunities of "organizing" and acting on committees and getting a little more of the limelight they love. We have talked about this thing many times with many sailors, and they all say the same thing. On shore leave their desire is to get away from "shop." They prefer private bars and civilian company for a change. There is more canteen accommodation now than they care to use, and further provision would be waste of money. Let us deliberately blot the Union Jack Club picture—which is a superfluous cleavage and bad art—with the blot of commonsense. Let our civilians learn to look at our service men so as not to give them the impression that they are intruders. People who should be kept apart, and they will soon find where our kids prefer to pass their leisure. They are not the sort to enjoy the "busman's holiday" that is at present thrust at them.

ANSWERS TO CORRESPONDENTS.  
S.H.—The correct answer to the conundrum. Why is a flapper like a spanner? Is that she turns the heads of the knuts? You must be careful to get it right. A good story or joke incorrectly told may be quite spoiled, and that's always a waste. J.J.—It would not cause us an instant's pain if you were never to write us again. We know it is a hard thing for you to believe, but the honest truth is that we could exist happily if you had never happened. Riding back on the empty hearse, after your funeral, would represent for us the end of a perfect day. Turk.—If that is your opinion you are quite entitled to it. We admit without reserve that you have said something we can understand. H.—Improprieties are barred. Why waste your erudite knack of narrative prose? Write us something decent.

Once upon a time a certain government was told that a certain firm was profiting. If this be so, said that government, we will stop it. So it asked the firm questions, and the firm answered: Oh no, sir, please don't stop me; I and my partners get only \$150 a month out of it, sir, and you cannot call that profiteering. This satisfied the government, which quite forgot to ask how many partners there were. That makes a difference.

TRAFFIC REGULATIONS.  
The Gazette gives the newly revised traffic regulations. We observe that "a driver may pass a tram-car on either side provided that the road is clear ahead." We think they should have added "the words" and provided the car is not visibly stopping or approaching a recognized stopping place." The China Mail has warned the Government and motorists before of this very necessary precaution, usual in well organized cities; and when a motor car does get somebody stepping off a tram we shall remind them again. We have seen several narrow escapes. In an unexpected part of the regulations we find "47. A driver of a motor vehicle shall not pass a stationary tram-car on the left side of such tram-car." That is evidently meant to meet our views, but we don't think it will work.

### TENNIS.

#### HONGKONG C. C. TOURNAMENT.

Yesterday afternoon, on a ground sodden with the early morning rain, F. A. Redmond met M. W. Lo in the second semi-final of the Hongkong C. C. Tournament. The match resolved itself into a contest of driving, in which Lo undoubtedly proved himself the superior man, playing with confidence and assurance. Redmond, on the other hand, was in poor form and was beaten in three straight sets, 6-2, 6-2, 6-3. In consequence of this victory, Lo will play Townsend in the final. In the semi-final of the Club Handicap Doubles, Major Greenaway and Major Ardoino beat M. Maas and M. B. Raworth, 6-1, 6-3. On Monday Lo and Lo are to meet Stalker and Abraham in the semi-final of the Championship Doubles; and F. A. Redmond and Mrs. Winslow are to meet Major and Mrs. Greenaway in the semi-final of the Mixed Doubles Handicap.

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FOR rheumatism you will find nothing better than Chamberlain's Pain Balm. Now is the time to get rid of it. Try this liniment and see how quickly it will relieve the pain and remove. For sale by all Chemists and Storekeepers.

### LOCAL AND GENERAL.

To-day's dollar is worth 4s. 8d.

Commander Beckwith now becomes Deputy Supt. of Water Police.

Capt. W. Bowden-Smith succeeds Commodore Gurner at Hongkong as from April 1.

Notifiable disease continues hardly worth mentioning. A new feature is a case of puerperal fever.

The new traffic regulations do not name motor-scooters, but these are probably regarded as motor bikes.

Learners' licences at a dollar are now issued to those learning to drive motor cars. They are restricted to certain roads.

There are quite a lot of land resumptions. With arbitrators' compensation, down for this month, all in Survey District IV.

The regulation prohibiting motoring between one and five a.m. except for doctors or urgent patients, or police and firemen, is maintained.

Drivers of public vehicles must not behave rudely or use insulting language. If they don't like this law, let them go and join the ranks of the London cabbies.

The old and insufficient ricksha fares are maintained in the new traffic regulations. Any man who insists upon being hauled about for ten minutes for five cents is a profiteer.

We foresee many prosecutions as a result of Regulation 112: "No person shall carry a burden in such a manner that any portion of it touches the surface of the road." Sticks and umbrellas, presumably, don't count.

Mrs. Basil Tylor asks us to state that the Raffle, for a real lace shawl, or wedding veil, in aid of the Devastated France Fund, will be drawn next week, and that she will be glad if those who have taken tickets but have not yet paid for them will be good enough to send her the amounts due in the course of the next few days.

Regulation 39 says a driver shall not carry a corpse in a public vehicle? Is this a hint that drivers need not stop to pick up the corpses they manufacture? No. It is not. Regulation 39 says if he collides with anything, he must stop a "reasonable time," according to circumstances. We hope it is understood that in the event of a ricksha fare dying while riding, the onus will be on the police to prove, if they prosecute the puller, that he knew of it.

Mr. Culley, of Messrs. Deacon, Looker, Deacon and Harston, appeared before Mr. R. O. Hutchison, at the Magistracy this morning, representing the Peak Tramway Co., who are charging Ah King, one of their conductors, with the misappropriation of a certain sum of money, the property of the company, by re-issuing old tram tickets to customers, or, in the alternative, embezzlement of the said sum of money. Counsel said that Mr. B. L. Potter, who was retained for the defence, was engaged in the Summary Court that morning, and could not attend. His Worship remanded the case until Thursday.

"Broken Blossoms," a film play based on Mr. Thomas Burke's story of the Chinese quarter in his "Limehouse Nights," is being shown in London. There are several introductory scenes showing life in a Chinese town. The moral of the play is somewhat carelessly expounded. Afraid that the spectator may miss the beauty of the Chinaman's kindness to poor Lucy, and the better to point the irony of it, two clergymen are suddenly switched into Chinatown, one of whom is on the eve of departing for China in order to "convert the heathen;" and before being switched out again they place in the Chinaman's hands a tract entitled "Hell."

### VOLUNTEER DEFENCE CORPS.

#### ELECTING THE OFFICERS.

The only nomination for lieutenant is Capt. Gordon of Gbb Livingston and Co., who was a captain of the Argyle and Sutherland Highlanders in the war. This appointment, now a foregone conclusion, gives general satisfaction.

It is to be hoped that more nominations are forthcoming for the position of Company Captain, which otherwise will go to Capt. Stewart of Butterfield and Swire, formerly adjutant of the old Defence Corps. He is a good officer, whose services to the former corps are fully recognized; but it is felt that preference should be given to men who have had actual war service.

Take a "WALLA-WALLA" BOAT for your ship. Phone No. 3516.

### CHAMBER OF COMMERCE REPORT.

Cotton Piece Goods and Fancy Cotton Goods.—No sales of Fancy Goods have been reported since our last report. Piece Goods are being sold almost daily in small quantities by Japanese importers, at rates far below Manchester quotations. This has the disquieting effect to show a tendency of a decline in our market rates, which are already out of the question for British importers to do business. In just under a fortnight American cotton has dropped from 27.87 to 26.02. The Manchester market remains firm, but quiet. Quotations would appear to have reached their limit and are more steady.

Cotton Yarn.—A further slump in Japan has accentuated matters here and prices at which Chinese are reselling their holdings show heavy declines. There is no business passing through importers' hands and no reliable quotations can be given. Shipments nil. Unsold stock 4,000 bales. Bargains 15,000 bales.

Woolens.—Market firm and small business doing.

Raw Cottons.—A very small business transpired. Indian descriptions are quoted at \$36/41 and Chinese grades at \$40/45 per picul.

Metals.—Market has been disturbed by offers from Japan. There is very little business doing however, although quotations are lower.

Flour Market Report.—Stock: About 240,000 sacks. Quotations: American Patent, \$3.75 per sack; American Cut off, \$3.25 per sack; American Straight, \$3.25 per sack; Japanese 2nd Patent (old stock), Japanese 3rd Patent, Japanese Straight, Shanghai Flour 2nd, \$2.90 per sack; Shanghai Flour 3rd; Australian No. 1, \$3.25 per sack; Australian No. 2, \$3.10 per sack, and Australian No. 3.

### DRUNK AND INCAPABLE.

Everest Ellipsen, a Norwegian ship's officer, who has no fewer than four previous convictions recorded against him, was again before Mr. R. O. Hutchison at the Magistracy this morning charged with being drunk and incapable at the Government Civil Hospital. He pleaded "guilty."

His Worship: Have you anything to say?—No, sir, I am guilty.

Inspector Willis said he received a telephone message from the doctor at 12 a.m., to the effect that a European was creating a row at the hospital. Sergeant Lanagan was sent up, and the defendant was brought to the station. Here the defendant told the Inspector that he felt ill, and wanted to be admitted to the hospital for treatment. The Inspector said the doctor did not wish to press the charge, but left the whole matter in the hands of the Police. He thought his Worship should know that the defendant had been before the Court often.

His Worship: He has been in jail twice?—Yes, your Worship.

His Worship (to the defendant): Have you any work?—No, sir, but the Harbour Master wants to get me a job. If you will let me off, I will get that job and go away.

His Worship: You have been in trouble three times to my knowledge. —Yes, sir, only three times. If you give me a chance this time I will go away and not show my face again.

\$10 fine or two weeks' hard labour.

His Worship told Inspector Willis that if the Harbour Master got the defendant a job in the interval, there would be no objection to his accepting it.

Inspector Willis promised to inform the Harbour Master.

### THEATRE ROYAL.

#### THE ACQUITTAL.

The Reynolds Dennistown company got the best out of a powerful play, "The Acquittal," at the Theatre Royal last night. It gave Mr. W. Vaughan-Morgan a big part and he made a great success of it. He was the newspaper man who tracks down a murderer after his acquittal by the courts. Mr. Morgan responded well to the call on his dramatic ability; he did not fail to bring out the humour of it. This was particularly noticeable in the dialogue with his quarry when he is threatened with a gun and calmly remarks: "The last guy who stuck a gun under my nose didn't leave his family very well off."

Miss Warda Howard made a good study of the part of Madeline Winthrop, the wife of the murderer, and, bringing her many talents into play, made a great success of it. She was particularly good in the passage where she proves to her husband that she has full knowledge of his behaviour and although she has stuck to him throughout the trial she tells him to leave her, at the same time accusing him of the murder. Mr. W. D. Howard had the part of the murderer and of course he takes it as a compliment when, after he has been shown up in his true light, the audience is mad at him. The other characters were also well presented, contributing to a highly successful production.

### OBITUARY.

#### MR. D. K. MOSS.

Mr. D. K. Moss, the manager of the local branch of Messrs. Alex. Ross and Co., died yesterday at the Peak Hospital from heart failure following an attack of typhoid. He was admitted to that institution less than a fortnight ago and his condition became very critical yesterday morning. His death will be regretted throughout the colony as he had made a large number of business, as well as personal friends. Mr. Moss came to the Colony in 1903 as assistant to the firm in which he eventually rose to such a responsible position as manager. He was but 37 years of age and his illness followed on a visit to Canton. He was a very popular member of the Hongkong Golf Club and the Royal Hongkong Golf Club while his great interest in the matters pertaining to St. John's Cathedral is well known. In sport his main energies and interest were devoted to yacht racing, although he by no means despised the motor boat. Mr. Moss was for some time a director of the Hongkong and Kowloon Wharf and Godown Company.

In his public life the deceased gentleman was always an enthusiastic worker for the development of the Colony and was selected a member of the Economic Resources Commission, recently appointed by the Government and acted as Chairman of one of the sub-committees. Besides being a volunteer he rendered great assistance to the Government on the closing down of the German firms, while his pamphlet dealing with German methods of business in the Far East brought him considerable commendation. The funeral takes place this afternoon at 5 p.m.

### KING IN DISGUISE.

From time to time all Royalties like to shake off the trammels of the rigid ceremonial and etiquette that continually surround them and see and enjoy life as ordinary mortals.

One of King George's first experiences in disguise was when as Prince of Wales he went at night to visit a goods yard at one of the big London railway termini. His Majesty was accompanied by the late Sir Arthur Ellis; both were roughly clad, and presented the appearance of a couple of good-class workmen.

This incident happened at the end of November, and it so chanced that on this particular night the railway company was engaging some temporary hands to deal with the Christmas goods traffic. There was a group of about thirty men assembled near where the Prince of Wales stood as a railway official took their names and addresses; the official, when he passed the Prince and his companion, looked sharply at them, and said: "You look a likely couple for this job. Where were you last employed?" "Oh," answered the Prince, laughing, "both of us are in jobs. We came here only because we expected to see a friend."

### IN THE PIT OF A LONDON THEATRE.

The official looked suspiciously at them for a few moments, but said nothing, and passed on. He had no idea, of course, of the identity of the two men he had spoken to. He learnt it later from a railway inspector who knew of the Prince's visit to the yard that night. "Well," said the official, "I was on the point of turning them out of the yard. I'm glad I didn't now."

As Prince of Wales the King visited Paris incognito on several occasions in company with Queen Mary. During one of their visits their Majesties purchased some old coloured prints at the shop of a famous dealer, but when it came to paying for them the King made the discovery that he had only half a sovereign with him, and the Queen had no money.

For a moment their Majesties were nonplussed. They did not wish to disclose their identity, and they wanted to take the prints with them. At this juncture the owner of the shop came along, recognized his royal customers, and understood the situation. The dealer bowed respectfully and said: "You can take the prints, sir, if you desire, and send me the money." Needless to say, the dealer received his money the next morning.

Since he ascended the throne the King has visited several parts of the East-end in disguise, and was once among the audience in the pit of a music-hall in one of the poorest parts of London.

On one occasion during the war the King visited, incognito, a big munition factory some distance from London. He was accompanied by an equestrian, and both wore ordinary tweed suits.

His Majesty returned to London by an express train, and occupied a first-class "smoker." A man who got into conversation with him during the journey said to him at the end of it: "You know, your are uncommonly like the King."

His Majesty laughed and said: "Well, I have never been told that before, but perhaps I am."



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Through Bills of Lading to all U.S. and Canadian overland points; no transshipment en route.

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SHIBUKI MARU ..... 23,000 tons ..... 13th June.

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Empress of Russia ..... May 8 May 24

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Empress of Asia ..... June 3 June 21

Montague ..... June 8 July 2

Empress of Russia ..... July 1 July 19

Empress of Japan ..... July 20 Aug. 10

Empress of Asia ..... July 29 Aug. 16

Montague ..... Aug. 13 Sept. 5

Empress of Russia ..... Aug. 23 Sept. 13

Empress of Japan ..... Sept. 14 Oct. 5

Empress of Asia ..... Sept. 23 Oct. 11

Montague ..... Oct. 31 Nov. 8

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Passage Fare Hongkong to United Kingdom.

Empress of Russia ..... 16,800 Tons Reg. Gold 6,000 Tons Reg. Gold

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HAIKONG ..... Capt. Ed. Walker ..... TUESDAY, 4th May, at 3 p.m.  
HAIKONG ..... Capt. W. C. Pasmore ..... FRIDAY, 7th May, at 3 p.m.  
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TO

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FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

For LONDON AND ROTTERDAM "KAZEMBE" ..... 20th May.

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## AMERICAN &amp; MANCHURIAN LINE

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"CITY OF COLUMBO" ..... 18th May.

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Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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## WHY WE DREAM.

[By A MEDICAL MAN.]

In what we may call pre-scientific days, people were in no doubt whatever about the true meaning of dreams.

When they were remembered after awakening, they were looked upon as either the friendly or hostile manifestation of some higher powers, evil or benign.

Nowadays there are few educated people who doubt that the dream is entirely due to what is called the subconscious operation of the dreamer's own mind.

The popular view inclines strongly to the belief that dreams really have got a meaning, and that the meaning of any particular dream can be ascertained somehow or other by careful study and analysis of its often fantastic and incoherent setting.

Some of the more puzzling points about dreams are their relationship to our mental and spiritual life; when we are awake, their independence of disturbances which it might be supposed would awaken us during sleep, and the rapid fading of the memory of many dreams immediately after awakening.

The most important of all the points is to decide the meaning of a dream. This meaning has two aspects: first, the mental significance of the dream and its position with regard to the operations of the mind; secondly, has the dream a meaning—can sound sense be made out of each single dream as sense can be discovered in our waking thoughts?

Some philosophers have concluded that the foundation of dream-life is a peculiar state of spiritual activity, which they believe to be actual exaltation to some higher plane of existence. According to others the dream is the liberation of the spirit from the pressure of external nature, a detachment of the soul from the fetters of matter.

UNFULFILLED DESIRES. On the other hand, the majority of medical men do not admit that the dream is a manifestation of the mind at all. Physiologists maintain that dreams are simply the results of stimulation of the special or general senses of the body either reaching the sleeper from outside or proceeding from accidental disturbances of his internal organs. They regard the dream as a purely physical process.

The new science of mind-analysis, however, goes a very long way to prove that dreams are not a mere chaotic sport of the brain, but are a clear manifestation of well-arranged experiences of the mind.

The generally-accepted opinion among the pioneers of mind-analysis is that dreams are very largely the expressions of desires that have not been fulfilled. This is most obvious in the case of children. Their dreams, or sleeping experiences, easily take the form of the ungratified desires of the day.

But as the mind grows older the dream-expression of a desire becomes more intricate, as the workings of the adult mind grow more curiously complex. It goes in time too intricate to be interpreted by the mere remembrance of it alone, and has to be deciphered bit by bit, by an expert mind-analyst in order to be fully understood.

Those portions of the dream that are remembered afford the necessary clue to the analyst. He takes some specially remembered element of the dream and traces it back by his own special methods until he finds that the remembered portion fits up forgotten portions,



## WHEN BIRDS FLY.

They have been observed by an aviator at an altitude of 15,000 feet, but this is unusual. In an article on the flight of birds a writer in the *Toronto Globe* says—

"On the night of September 3, 1887, while an American scientist, F. M. Chapman, was observing the moon through an astronomical telescope, he suddenly became aware of a number of birds passing in front of the lens, silhouetted against the glaring light of the moon's face. For more than two and a half hours—from 8 p.m. to 10.50 p.m., to be precise—an intermittent stream of migrants flowed southward across his field of view, and among these Mr. Chapman was able to recognise the outlined forms of Carolina rails, grackles, snipe and ducks. These, roughly estimated, were travelling at elevations varying from 6,000 to 14,000 feet.

"Until the advent of airplanes, nearly a quarter of a century later, this observation formed practically the sum total of our knowledge of the height at which birds travelled to and from their summer quarters. It was realised, of course, that certain passerine species—e.g., swallows, wagtails, pipits, larks, rooks, etc.—usually migrated at a comparatively low height; but of many birds, and especially of the larger species, we know next to nothing. True, we occasionally obtained a distant view of a flock of geese moving in orderly formation across the gray back ground of an autumn sky, but it was always difficult to compute their height, and one could only guess at the direction and force of the upper air currents through which they were passing.

## A NEW MEDIUM.

"It is hoped that in course of time aviators will be able to throw a flood of light upon this obscure but intensely interesting branch of ornithology. Already a number of observations have been recorded, but these are generally lacking in detail, and no very definite conclusion can as yet be formed. Up to the present I believe the greatest height at which a bird has been seen from an airplane is 15,000 feet, when Lieutenant J. S. Rissen, of the 57th Squadron, observed two large birds over St. Omer in August, 1917."

Like an airplane, a bird may seek the stratum of air in which it is most convenient to fly, as the writer goes on to say—

"Probably the majority of species seldom travel under normal conditions above 10,000 or 12,000 feet, but, of course, the height at which they fly on any given day depends very largely upon the weather. When the air is thick or heavily charged with moisture, if birds are migrating at all under such conditions, they are inclined to keep low, and I think it is only in clear atmosphere that they rise to the higher strata. Wind is another and a very important factor. What appears to be a contrary wind on the ground will almost certainly veer to shoulder wind at 2,000 or 3,000 feet; while if it happens to be blowing from the east, a complete reversal of direction may occur before 15,000 feet is reached.

"There is every reason to believe that the power of a bird's flight is reduced as it ascends to more rarified atmospheres, on account of, among other things, a loss of buoyancy, an insufficient supply of oxygen, and too thin, unresisting medium for wing propulsion.

"From the few records available, I think it may be assumed that the majority of high-flying day migrants—such as plovers, ducks, geese, cranes, etc.—prefer to travel between 4,000 and 3,000 feet, but, as already stated, more data and precise information are required before any definite conclusions can be arrived at."

## COST OF WAR PENSIONS.

Sir Laming Worthington Evans, the Minister of Pensions, stated at a meeting organised by the Dulwich Conservative Association, that next year war pensions and widow's pensions and children's allowances would cost £123,000,000. He had a staff of over 21,000 and they were looking after the cases of 1,100,000 male pensioners.

Some interruptions occurred when Sir Laming attempted to defend the Government against charges of extravagance, and when an old soldier rose from the body of the hall to inquire why the old pre-war pension of a shilling a day was maintained, despite the higher cost of living, he replied that the matter was under consideration. It was, he said, a legitimate claim, and it involved not only old soldiers, but old policemen, and all other pensioners.

Speaking of the higher prices, he attributed these to the general scarcity, to the larger demand for foodstuffs, and goods that did exist, and the rates of exchange. Exports were doing pretty well, and within a few months from now, he hoped our imports and exports would about balance.

## "PRIZE" AFTER THE ARMISTICE.

## NEUTRAL SHIPOWNERS' NOVEL CHAPTER OF PUZZLES.

## JUDGMENT TO QUOTE IN FUTURE WARS.

A novel matter came before the Prize Court for full dress debate recently, and the echo of it may sound in Prize Courts after future wars.

May a vessel be captured as prize after the armistice has been signed? Is a neutral ship immune under a general licence when her Government has an arrangement with the captor to do a certain amount of trading with the enemy? May the German Government trading company be supplied with herrings when the army in the field has laid down its arms? What is the status of such a traffic when the Allies have declared that they will "arrange supplies"? Does a base of enemy supply cease to be a base of enemy supply when no fighting is going on? And what are the precise legal bearings of the various stages during which an "alien enemy" is being metamorphosed into an "alien friend"? These were among the problems which were gravely argued before the President, Sir Henry Duke, by the best legal brains that the Crown, the shipowners, and the cargo owners could respectively command for so weighty and momentous a collection of post-war issues.

The case was that of the steamship "Rannveig," which the Crown claimed as prize, along with her cargo, and her cargo was herrings and soap—nearly 3,000 barrels of herrings and 13 cases of household effects, including the soap, from the German Vice-Consulate at Christiansund. Such things as were obviously personal effects the Crown had released, but it kept its hand on the soap and certain rolls of military maps. Counsel did not say that he supposed soap would not be among the personal effects of a former Vice-Consul.

The Attorney-General, Sir Gordon Hewart, K.C., M.P., and P. Higgins and Mr. Hull appeared for the Crown (instructed by the Treasury solicitor); Sir Eric Richards, K.C., and Mr. Darby, for the shipowners; and Mr. Leck, K.C., and Mr. Burrows, for the cargo owners.

The Crown sought condemnation of the cargo on the ground that the herrings were conditional contraband going to Germany, and asked for condemnation of the ship on the ground that she was carrying contraband with the knowledge of the shipowners. Alternatively, condemnation of the ship and cargo was asked for under the second Retaliatory Order of February, 1917.

After all that has happened since a year last November, it seemed a little odd to hear a tangle of argument in the Prize Court about a capture which took place barely a year ago. The year 1919 has never been mentioned in the Prize Court before.

The herrings were from Christiansund to Stettin, and the "Rannveig" was captured in the Baltic on March 6 and brought to an anchor outside Copenhagen. Then she was ordered to steam to Leith.

The President observed that this was at a time when there was a full blockade of the Baltic. An article of the Armistice Convention expressly laid it down that that was to be continued, and his Majesty's ship "Cadet," which stopped the "Rannveig" was in the Baltic for the purpose of maintaining the blockade.

For the Crown it was stated that the herrings were going to the Reichsfischversorgungs-Gesellschaft, the German State purchasing company, which had branches in the neutral countries. The consignees were not the claimants. Article 26 of the original Armistice terms said "The existing blockade conditions set up by the Allied and Associated Powers are to remain unchanged, and all German merchant ships found at sea are to remain liable to capture. The Allies and the United States contemplate the provisioning of Germany during the Armistice, as shall be found necessary." The Crown said this case was to be tried as a matter of law, as though the ship had been seized before the Armistice was made. Only two states were known to any court, a state of peace and a state of war, and peace only began when the formal treaty was ratified. Peace only came into force in Germany on January 10 of this year. There were States with which even now we were not formally at peace. The Prize Court long ago found that Stettin was a base of enemy supply.

Sir Eric Richards, for the shipowners, said he relied on what amounted to a licence to carry on this trade, protecting him from seizure. The word "licence" was more commonly used for a special permission for a special venture. During the Napoleonic wars the system prevailed to such an extent that Lord Stowell said there were more vessels trading at one period under licence than there were vessels sailing without licence. That, came to an end because the merchants of this country said the neutrals were getting an advantage over them. But the licence he was relying on was not a licence for a particular voyage but a licence given under what he might call a treaty. There existed an agreement between

the Allied Powers and the neutral Power of Norway authorising the exportation to Germany of a certain percentage of the annual catch of fish in Norway in return for certain specified conditions assigned to the Allies by Norway under the agreement. There had been a number of these agreements with Norway and other neutrals during the war, covering various branches of trade. Under this agreement it was provided that if a certain quantity of the fish supply was sent to the Allied Powers, 15 per cent. might be exported to Germany. The position was this, that if Norway assigned all her catch to one side she would be infringing her neutrality. The fact that during the war this ship was employed for the trade between Norway and Germany was known to the Allies. When the Allies got control of a great portion of Norwegian shipping there was an exemption as to port, and he submitted that this ship came within the exemption. It was impossible to make an arrangement which would de-neutralise neutrals without bringing somebody into trouble with the other belligerents. There had been no secrecy about this proceeding. This cargo of fish came, he contended, within the permitted 15 per cent.

Mr. Leck, K.C., for the cargo owners, submitted that this cargo of fish which was conditional contraband was not, in all the circumstances of this case, contraband. With the Armistice the decision of that Court that Stettin was a base of supply must be reconsidered. Even to feed the German army during the Armistice was not a warlike purpose, and there was nothing before the court to show that these herrings would feed the army.

The Attorney-General—But here was a ship carrying foodstuffs to Stettin before peace with Germany was concluded! Not only was she going to Stettin, but to the knowledge of those appearing she was carrying goods for the Government department. I say there has been an entire misconception of the original agreement made between America and the Norwegian Government.

The President intimated that the case had given him something to think about, and he must think it over before delivering judgment. Judgment was reserved indefinitely.

Two new launches are being built for the "WALLA-WALLA" Sect. 'Phone No. 3516.

MYSTERY ROMANCE THRILLS!  
MYSTERY ROMANCE THRILLS!  
MYSTERY ROMANCE THRILLS!

mark the progress of

## GOLDWYN'S NEWEST PHOTOPLAY

"THE CRIMSON GARDENIA"  
"THE CRIMSON GARDENIA"

— in 6 parts —

showing

at 2.30, 5.15 & 9.15 p.m.

TO-NIGHT at

THE CORONET.

## NEW JUSTICES OF THE PEACE.

The Governor has appointed the following Justices of the Peace: (official) Messrs. E. W. Carpenter and A. H. Crook; (un-official) Messrs. A. H. Compton, H. B. L. Dowbiggin, Ho Kwong, James Reid, J. H. Wallace, and N. L. Watson.

## BELL RECOVERED ON JAPANESE COAST.

## SEVEN HUNDRED YEARS OLD—INTERESTING STORY FROM FUKUOKA-KEN.

According to local tradition, says the *Nagasaki Press*, a large bell has been lying in the sea off Kanezaki, north coast of Fukuoka-ken, for seven hundred years. It is believed to have been brought from China as a present to Taisho no Shigemori, a leader of the Taira clan, but the vessel on which it was making the journey foundered and the bell was lost; Kanezaki (the bell cape) is believed to have received its name from this circumstance.

Many years ago Mr. Yamamoto, an inhabitant of the locality, attempted to recover of the bell and after repeated failures was partly successful last November when the bell was brought into shore, from which a portion of it emerged at ebb tide and attracted many visitors to the spot.

With considerable difficulty the supposed block of metal was eventually brought ashore a few days ago and it is now hidden from public view, as being sacred pending the erection of a suitable shelter. The bell, which is said to be thirteen feet high, looks like a rock heavily coated with seaweed and shells. Its value cannot be determined until it has been investigated by experts.

## TO-DAY'S ADVERTISEMENTS.

T. E. GRIFFITH, LTD.

WE have this day REMOVED our Office to No. 15, Queen's Road Central.

T. E. GRIFFITH, LTD.  
Hongkong, May 1, 1920.

## TO-DAY'S ADVERTISEMENTS.

ST. ANDREW'S CHURCH, KOWLOON.

## FIRST ANNUAL CHILDREN'S FESTIVAL

SUNDAY NEXT, May 2nd, at 11 a.m. and 6 p.m.

The young people will lead the Special Music.

11 a.m. Preacher: Rev. G. R. LINDSAY, M.A.

6 p.m. Preacher: The Bishop of VICTORIA.

(Farewell Message to the Colony). Offertories for Dr. Barnardo's Homes.

## LOST.

LOST ex s.s. "Dunera" green trunk marked yellow and blue stripes bearing name MRS. H. L. WENNER. Address "Laureston."

VACANT—LARGE WELL FURNISHED Room, Kowloon. Married couple or 2 bachelors with or without board. Private bathroom, large verandah, 4 minutes to ferry, exceptionally moderate. Apply Box 1193 c/o "China Mail."

## PUBLIC AUCTION.

PARTICULARS and Conditions of the supposed block of metal was eventually brought ashore a few days ago and it is now hidden from public view, as being sacred pending the erection of a suitable shelter. The bell, which is said to be thirteen feet high, looks like a rock heavily coated with seaweed and shells. Its value cannot be determined until it has been investigated by experts.

No. of Sale	Locality	Boundary Measurements	Area in Square Feet	Annual Rent	Final Price
1	South of Waterworks	1 ft. 1 ft. 1 ft. 1 ft.	16	£ 2.00	£ 10.00
2	South of Waterworks	1 ft. 1 ft. 1 ft. 1 ft.	16	£ 2.00	£ 10.00
3	South of Waterworks	1 ft. 1 ft. 1 ft. 1 ft.	16	£ 2.00	£ 10.00
4	South of Waterworks	1 ft. 1 ft. 1 ft. 1 ft.	16	£ 2.00	£ 10.00
5	South of Waterworks	1 ft. 1 ft. 1 ft. 1 ft.	16	£ 2.00	£ 10.00
6	South of Waterworks	1 ft. 1 ft. 1 ft. 1 ft.	16	£ 2.00	£ 10.00
7	South of Waterworks	1 ft. 1 ft. 1 ft. 1 ft.	16	£ 2.00	£ 10.00
8	South of Waterworks	1 ft. 1 ft. 1 ft. 1 ft.	16	£ 2.00	£ 10.00
9	South of Waterworks	1 ft. 1 ft. 1 ft. 1 ft.	16	£ 2.00	£ 10.00
10	South of Waterworks	1 ft. 1 ft. 1 ft. 1 ft.	16	£ 2.00	£ 10.00

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on MONDAY, May 3, 1920, commencing at 11 a.m. at their Sales Rooms, Duddell Street,

22 pieces Sandal Wood  
1 case Stringless Beans  
1 " Asparagus  
1 " Transom Laths  
2 cases Sugar Corn  
5 " Raisins  
3 " Electric Goods  
1 crate Tree

Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

Hongkong, May 1, 1920.

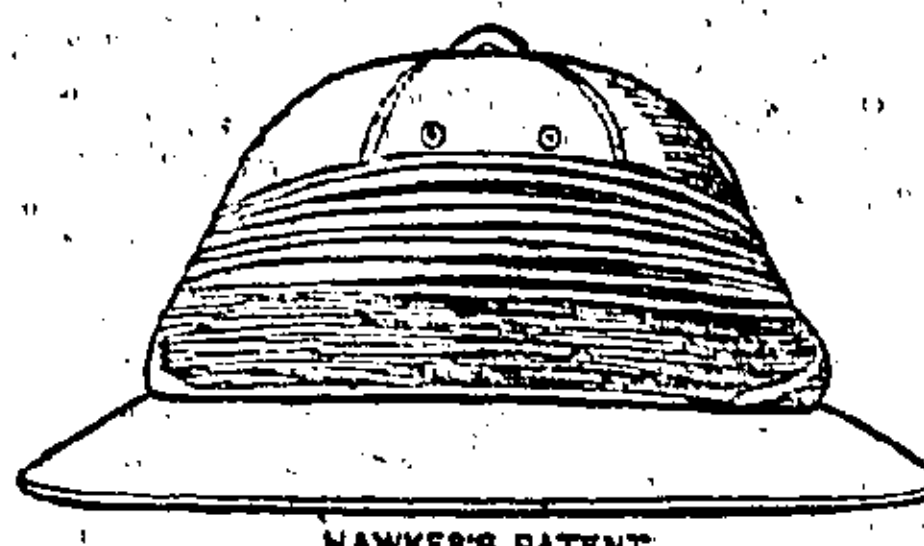
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THE HOUSE FOR HATS.HAWKES' FAMOUS CORK  
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The Special Feature of this HAT is this Cushion fitting which conforms to any Shape head. Finished with Leather Binding.

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Extremely Light and Fashionable Shape with Perfect and Positive Ventilator which combines both Comfort and Ease. \$7.50 EACH.

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We have this day REMOVED our GARAGE to No. 161, Des Vœux Road Central, (next to Sincere Co., Ltd.)

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## Olive Thomas

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the great sensational and interesting drama

## "An Even Break"

Have you seen OLIVE THOMAS? She acted in our big picture "INDISCREET JOORINNE" and has charmed you with her beauty. This story is about a girl who exchanged the "Great White Way" for the man she loved. Don't fail to see it.

Time and prices as usual.

## TANSAN

received the highest award

## A GOLD MEDAL

from a committee of critical judges at the

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which testifies to its excellency and purity.

Beware of bogus imitations. No Tansan is genuine unless the label bears the name of

J. OLIFFORD-WILKINSON.

Unrivalled as a drink. Mixes well with Wines, Spirits or Milk.

Tansan raises the spirits and excites genuine anticipation, even as a flagon of wine exhilarated the monks of old.

For the good old Irish of orders grey  
Would have waived the flagon of wine away  
And consoled himself as any man can  
With bubbling, sparkling, cool Tansan.

Tansan can be obtained at all first class Hotels, Bars and Clubs in the Far East.

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"MUTTRA"	4,700	14th May	Straits, Rangoon, and Calcutta.

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1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.  
All Cabins are fitted with Electric Fans free of charge.  
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Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

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TOYOHARU MARU (Calling Manila) ... Wednesday, 6th May, at 11 a.m.  
KASHIMA MARU (Calling Manila) ... Saturday, 8th May, at 11 a.m.  
FUSHIMI MARU ... .. Tuesday, 10th May, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

MISHIMA MARU ... .. Friday, 14th May, at Noon.  
SADO MARU ... .. Friday, 28th May, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOOKA MARU ... .. Wednesday, 26th May.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

WAKASA MARU (Calling Genoa) ... Wednesday, 6th May.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... .. Wednesday, 10th May, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murnora, San Francisco, Panama & Colon.

TSUYAMA MARU ... .. Wednesday, 6th May.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU ... .. Monday, 10th May.

CALCUTTA & RANGOON via Singapore & Penang.

YAMAGATA MARU ... .. Tuesday, 4th May.

TATSUNO MARU ... .. Tuesday, 11th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... .. Tuesday, 25th May, at 11 a.m.

NIKKO MARU ... .. Friday, 28th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOYOROFU MARU ... .. Saturday, 1st May.

TOYO MARU No. 1 ... .. Tuesday, 4th May.

TOYO MARU No. 2 ... .. Thursday, 6th May.

For further information apply to—

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DESTINATION.	VESSEL'S NAME.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
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San Francisco via Shanghai, Japan, &c.	Venezuela	Pacific Mail S.S. Co.	On 13th May.
San Francisco via Shanghai, Japan, &c.	Ecuador	Pacific Mail S.S. Co.	On 13th May.
San Francisco via Shanghai, Japan, &c.	Nile	China Mail S.S. Co., Ltd.	On 13th May.
San Francisco via Shanghai, Japan, &c.	China	China Mail S.S. Co., Ltd.	On 13th May.
San Francisco via Shanghai, Japan, &c.	West Hartland	The Admiral Line	On 13th May.
San Francisco via Shanghai, Japan, &c.	Africa Maru	Ozaka Shosen Kaisha	On 13th May.
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## NOTICES.



## SMART SUMMER SOCKS.

Low shoe time calls for just such snug fitting socks as these. They are thin at the ankles, but reinforced where the wear comes — tops, toes, and heels.

All the new Summer Shades  
\$1.00, \$1.25, \$1.50 per pair.

## MACKINTOSH

& CO., LTD.

MEN'S WEAR SPECIALISTS.

16, Des Voeux Road. Telephone 29.

## "Keepkool" Underwear

— FOR MEN. —

THE NEW IDEA IN SUMMER UNDERWEAR.

"The Only Elastic Ribbed Porous Underwear."

WITH the advance of civilization the question of dress ever becomes a matter of greater importance. Particularly in tropical climates any article of dress that tends to mitigate the suffering caused by extreme heat is sure to find a cordial reception.

Discriminating people everywhere have been educated to know that underwear is the article of apparel that really requires the greatest care in its selection. The ideal underwear for hot weather must be light in weight, durable, absorbent and elastic. For these reasons the porous principle in underwear is the solution of the hot-weather problem. The pores in the fabric are in reality little cells that permit the air to circulate between the outer clothing and the skin. These little chambers allow the heat from the body to evaporate before it has a chance to condense and form perspiration, thus keeping the body dry and cool.

Underwear however, must be more than porous to be comfortable; it must be elastic. Elasticity is of prime importance as it allows the garment to give full play to the movements of the body and prevents it from chafing and binding. Keepkool underwear is the only brand that fulfils all of these necessary conditions. It is porous for coolness, elastic for comfort, lock stitched for durability, and absorbent for health. No other brand selling at popular prices contains all of these necessary features.

VESTS with Short Sleeve. \$2.50 each  
Size 32 to 44 inch.

KNEE-DRAWERS \$2.50 each  
Size 34 to 44 inch.

The NEW STYLE one Button Combination  
Size 32 to 42 inch. \$4.75 each.

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LADIES' TAILORING DEPT.

HELPS you well in MEETING IT.

THE SINCERE CO., LTD.

## OUR NEW WORDS.

PROGRESS TOO SWIFT FOR THE  
DICTIONARY.

THE "DISOWNED."

No dictionary, Professor W. P. Ker reminded us the other day, can keep up with the language, for new words spring up the day after the sheets have been passed for the press. A great number of words were brought into use during the war, and English philologists have been considering for some time the question of their inclusion in the dictionaries.

The Oxford English Dictionary has already taken up a clearly-defined attitude with regard to them. "In the new 'S' section, for example, you will find such words as 'strafe' and 'stunt.' Mr. R. W. Chapman, assistant-secretary to the delegates of the Oxford University Press, said, in an interview at Oxford with a representative of the Observer, 'Strafe,' from the Dictionary records, comes from the German phrase, 'Gott strafe England,' which was a common salutation in Germany in 1914 and the following years, and it was used (originally by British soldiers in the war against Germany) in the various senses suggested by its origin: to punish, to do damage to, to attack fiercely, to heap imprecations on.

The word 'stunt,' of doubtful etymology, is traced to the slang of American college athletics, and is defined as 'a prescribed item in an athletic competition or display; an event; a feat undertaken as a defiance in response to a challenge; an act which is striking for the skill, strength, or the like, required to do it; a feat.'

"UNPTEEN" DISOWNED.

In the 'U' section of the Oxford Dictionary, the earlier part of which is now in type, "U-boat" is given and defined as a submarine. "Unpteen," on the other hand, which is vague in significance, has no literary standing, and is unlikely to survive. Only a small proportion of the words coined during the war are likely, it is thought, to live. "Camouflage" will almost certainly be amongst them; but probably not "brassnat."

When the "R" volume of the Dictionary was published there was some discussion because of the omission of the word "Rand," which was being much used in the newspapers at the time. But the decision of the editors has been justified, for the term, which never had more than a local significance, is now rarely, if ever, employed.

"Khaki," a word of Urdu origin, signifying dust, is recorded in the "K" section of the Dictionary, its use in this country to describe dust-coloured material being traced back 50 years or more, its popular use during the Boer War is recalled, as well as its half-forgotten political forms, at that time, in such phrases as "voting khaki," "khaki election," and "khaki policy."

A "GHOST WORD."

The editors and staff, Mr. Chapman said, "always go to the root of the matter in exploring the history and use of words, and are never content to take for granted, accepted etymologies or stories about the origin of words which very often prove on examination to be legendary. The Oxford Dictionary was the first to discover that the word 'syllabus' ought never to have been in the language."

'Syllabus' is what is called a ghost word, being an error in the manuscript of Cicero's letters for 'sillybas,' a Greek word meaning a tag or label. Another illustration of the way in which the work of the Dictionary is of unique value is found in the article on the word 'Sylogism,' which represents a great deal of first-hand research, and gives for the first time the whole history of syllogism in modern logic."

NEARING THE END.

The Dictionary, which is a treasury of the whole history of the English language, from the earliest times until about 1900 or later, will probably be completed in about three years. The collection of the materials which are used in its preparation began in 1857 with the appointment by the Philological Society in London of a committee for the collection of words unregistered in existing dictionaries. The "A" section, edited by the late Sir James Murray, was

A GOOD RULE FOR THE HOME.

MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Colic and Diarrhoea Remedy as a safeguard against bowel complaints. It always cures promptly and no household is safe without it. For sale by all Chemists and Storekeepers.

## CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

HONGKONG MAY 2ND 1920.  
4TH SUNDAY AFTER EASTER.

Holy Communion at 7.50 a.m.  
Children's Service (10 a.m.)  
Matins (11 a.m.)  
Responses, Psalms, Venite, Goss.  
Psalms, 21 (Matthews); 1st Dec.  
Oakley, Tyle and Tills (2nd day);  
Jubilate, Jones (12th morning);  
Anthem, Author of Life Divine;  
Adrian; Hymns, 200.  
Responses, Psalms, 145, 146;  
Magnificat, Smart; Nunc Dimittis,  
Poland (22nd morning); Hymns, 325,  
207, 504.

St. Andrew's Church, Kowloon.

First Annual Children's Festival.  
Morning Prayer 11 a.m. Festival.  
Evening Prayer 6 p.m.

St. Peter's Church, West Point.

4th Sunday After Easter, May 2nd.  
8 a.m.—Holy Communion.  
11 a.m.—Song Eucharist and Procession.

Peak Church.

8.15 a.m.—Holy Communion.  
8.30 Evening Service.

First Church of Christ Scientist,  
MacDonnell Road.

Sundays, 11.15 a.m.  
Wednesdays, 5.30 p.m.

Wesleyan Methodist Church,  
Wanchai.

SUNDAY 2ND MAY 1920.

Morning Service 10.15 a.m.  
Preacher: Rev. S. W. Scholes.  
Evening Service 8 p.m.  
Preacher: Rev. S. W. Scholes.

Soldiers' and Sailors' Home,  
Arsenal Street.

Sunday Evening, Gospel Meeting, 8 p.m.

3 Roman Catholic Cathedral,  
Glenealy.

Mass at 6.7 and 8.30 a.m.  
High Mass at 8 a.m.  
5.30 p.m.—Benediction of the Blessed  
Sacrament.

St. Joseph's Church,  
Garden Road.

Mass and Sermon at 10 a.m. followed  
by the Benediction of the Blessed  
Sacrament.

published in 1881. This was before the word "appendicitis" was born. Nine of the 10 volumes are now complete, and with the portions of the tenth volume already published, carry the vocabulary without a break from "A" to "Thyze." "V" is completed, and only one section of it remains to be published. Most of "U" is practically ready for the printer, and the part is in type. "X" and the beginning of "W" and "Y" are also in type.

400,000 WORDS.

At this moment the dictionary extends to between 14 and 15 thousand pages and deals with 400, words, illustrated by more than 1,500,000 quotations. The number of years which have been required to bring it to this point will not be excessive when it is compared with the three foreign dictionaries which, in respect of plan and extent, may fairly be said to rival it.

The Deutsches Wörterbuch, begun by the brothers Jacob and Wilhelm Grimm, contains, as the total result of 67 years of printing and publishing, some 20,000 pages, equivalent to rather more than 10,000 pages of the Oxford Dictionary, and covers about five-sixths of the whole of the German vocabulary. The portion of the Dutch Dictionary, now published, the 'Woordenboek der Nederlandsche Taal,' begun in 1850 by De Vries and Te Winkel, amounts to 14,000 pages, equivalent to less than 6,000 pages of the Oxford Dictionary, and contains about three-fifths of the Dutch vocabulary. The Dictionary of the Swedish Academy is much less advanced than either of these. The first part appeared in 1893, and the editors still have to deal with five-sixths of the Swedish vocabulary.

What will be done when the Oxford Dictionary is completed it is too early yet to say, though it is obvious that, so great has been the growth of the language since the first volume was prepared that there is enough new material to make a considerable supplement desirable.

## WEEKLY SHARE REPORT.

Messrs. W. Logan & Co. report on April 30:

During the week under review a fair amount of business has been done principally liquidations for the settlement which took place on the 29th inst. There has been a good demand for China Sugars, Wharves, Douglasses and Shanghai Docks which all show an appreciable difference in prices. The Shanghai market remains dull for cotton shares but at the close it is reported rates are improving.

Banks.—Hongkong and Shanghai Banks, after business at \$590/800, are now wanted at \$595.

Marine Insurances.—No business has been reported in this market except Unions which changed hands at \$177½ and have now buyers at \$180.

Shipping.—Douglasses have advanced and are enquired for at \$82½. Steamboats have changed hands at \$24. Rhods (deferred) are quiet with sellers at \$200. Star Ferries strengthened and could be placed at \$34.

Refineries.—China Sugars, continue their upward course and have risen from our last quotation of \$213 to \$220 buyers cash and \$230 June delivery. Malabons are wanted at \$41.

Docks and Wharves.—Kowloon Wharves after sales at \$54 have buyers at \$57. Kowloon Docks are quieter, buyers only offering \$152½. Shanghai Docks have improved and could be placed at \$13. 132½ cash and \$13. 133½ June delivery.

Miscellaneous.—Cements advanced to a buying rate of \$7, but at the close are quieter. China Lights have buyers at \$7.60 and \$5.60. Dairy Farms \$25; Hongkong Trams \$6.10; Steam Laundries \$4; Waterbores \$13, and Wisemans \$30, all buyers.

## CAUSE OF DESPONDENCY.

DESPONDENCY is often caused by indigestion and constipation, and quickly disappears when Chamberlain's Tablets are taken. These tablets strengthen the digestion and move the bowels. For sale by all Chemists and Storekeepers.

## NOTICES.

## DAIRY FARM NEWS.

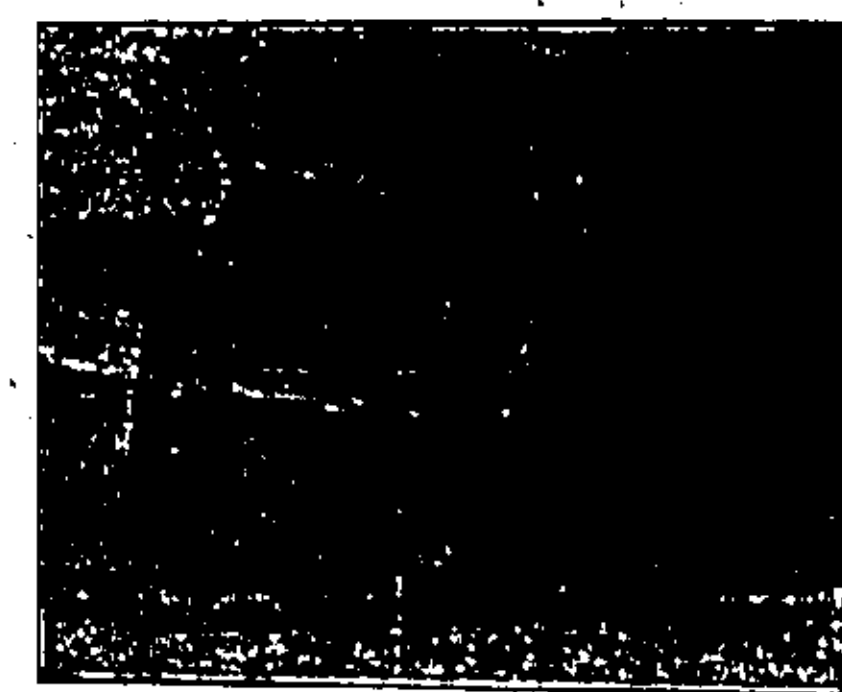
## COLD STORAGE.

Store your Winter clothes, furs, rugs, carpets &c., in our cold stores.—The only safe method

of keeping them during the Summer months.

For full particulars apply to the Secretary.

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.



Centrifugal Pumps to suit  
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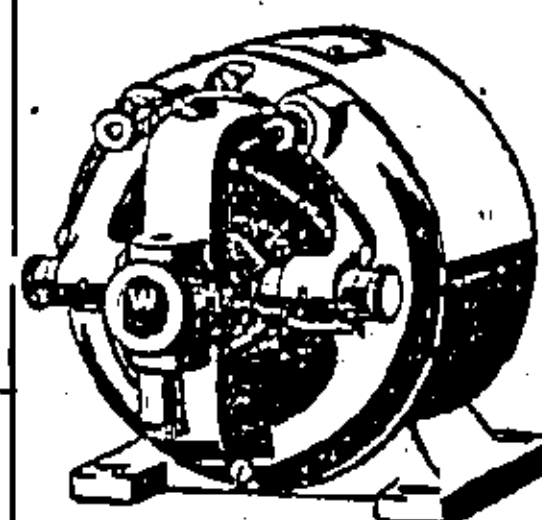
York Buildings, Chater Road.

## GERIN, DREVARD &amp; CO.

HONGKONG, St. George's Building,  
CANTON, Shameen.

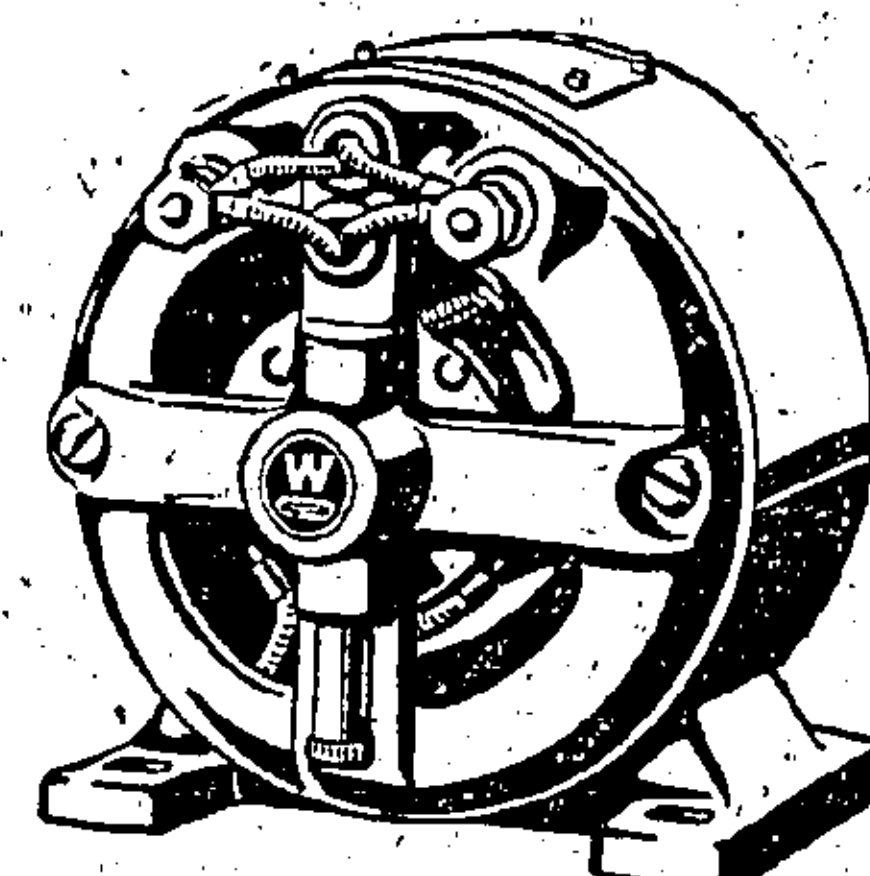
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REPRESENTATIVES IN  
SOUTH CHINA  
FOR

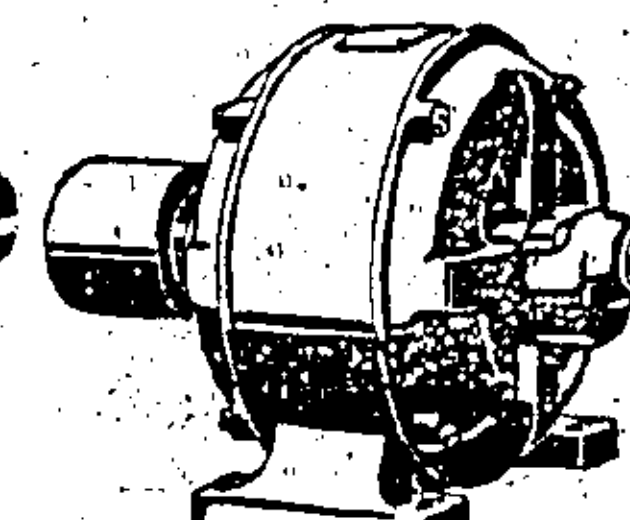


D.C. GENERAL UTILITY  
MOTOR  
TYPE C.D.

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SINGLE PHASE  
A.C. GENERAL UTILITY MOTOR  
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3 PHASE  
A.C. GENERAL UTILITY MOTOR  
TYPE C.S.A.

These General Utility Motors can be used to drive many small machines such as Sign Flashers, Small Printing Presses, Blowers, Etc. Made in sizes ranging from 1/20 to 1 H.P.



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# THE CHINA MAIL EXTRA.

HONGKONG, SATURDAY, MAY 1, 1920.

## TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

LLOYD GEORGE UP.

REPORT ON SAN REMO CONTINUED.

LONDON, April 29.

Continuing his speech in Parliament [see earlier wires] on his achievements at San Remo, Mr. Lloyd George said the Germans must show they were grappling with the problem. That's all we ask at present. The allies were in complete accord on all these questions. (Cheers.) There was identity not only of purpose but of spirit. He had never seen it better. All strain had disappeared and there was the same old gladness of comradeship that had carried us through the war. He would denounce attempts to promote discord due to personal malignity and disappointed ambition as criminal.

With regard to Turkey, he agreed with M. Millerand that it was undesirable to outline proposals until they were submitted to the Porte but there was really nothing to reveal. There had been no departure from the principles laid down. He confirmed the report that the mandate for Syria was given to France, and the mandates for Mesopotamia, including Mosul and Palestine, were given to Britain. Agreement was reached with France with regard to oil distribution in Mosul. The Armenian problem was overwhelmingly difficult owing to the fact that there was no Armenian population in some vast areas the allies would have liked to allocate to Armenia. If the allies gave them to Armenia, who would enforce their decree?

He emphasised that in view of their responsibilities none of the allies was able to undertake this task, which would have involved a very strong military force. Therefore the allies appealed to America to undertake the mandate for Armenia. If the United States refused the allies might ask President Wilson to arbitrate with regard to the boundaries of Armenia. The San Remo conference had practically reaffirmed the decision to open trade relations with Russia and in everywise to facilitate the sending of peaceable materials to Russia and obtaining surplus foodstuffs and raw materials thence. All the allies were determined not to accept Litvinoff as a member of the soviet delegation, owing to his abusing privileges in the past. It was a serious matter to delay the obtaining of raw material from Russia but it was much better to have a clear understanding at first that we could only do business on the basis to which civilised countries adhered. They had therefore invited the Supreme Council to support them in stating that a delegation would be welcomed if it came for the purpose of transacting commercial business but Litvinoff would not be received in Great Britain and we would not meet him elsewhere. Concluding, he said the San Remo conference would undoubtedly always be a conspicuous landmark on the path to peace. When there you were thankful to feel that Great Britain was surmounting the difficulties arising from the war perhaps better than any other land. High prices here are higher everywhere else. He felt it in the air that things were improving. (Cheers.) Things were better than at the preceding conference. There was more confidence and less apprehension at this conference, which marked a distinct stage in the European convalescence. (Loud Cheers.)

Following Lloyd George, Mr. Asquith declared it was extremely desirable that the floating charge imposed on Austro-Germany be replaced by a fixed and agreed sum. He opined that San Remo marked a considerable step towards the reconstruction of Europe, nevertheless we wanted to see the effective establishment of the League of Nations as the authentic organ. A vast number of states small and great were already partners to the covenant and [should be?] augmented by our late enemies.

Replying to the debate, Lloyd George said he was gratified by the Commons' reception of his speech. He referred to the overwhelming importance of an understanding with Emir Feisal. He opined that such understanding would not be difficult to obtain, as a more loyal, more straightforward ruler never existed, nor a better man to deal with. Feisal had a considerable task in building up his new government as the people had not enjoyed self-government for centuries.

Replying to Mr. Asquith, he said the allies were anxious in the interests of all, including Germany, to shorten the suspense as regards indemnities charges. The allies had agreed it would be better for Germany to know her exact liability and had invited her definitely to submit a proposal for a lump sum. Germany had not done so. Germany has the remedy in her own hands by stating what she is prepared to pay. He re-emphasised that there were at present three Powers with the strength, organisation, and will to direct affairs in Europe until there was something equal in power and organisation to replace there. It was idle to wind up the supreme council. The council was the beginning of the League of Nations. He was an earnest believer in the League. If it failed, the only hope was a federation of Nations.

## POLES FIGHT BOLSHIEVICS.

LONDON, April 29.

A War Office official message says the Polish offensive cabled about yesterday is a consequence of the Bolsheviks' refusal to meet the Polish peace delegates. The offensive is on a front of 250 miles, from Pripet to the Dniester. It is believed the Ukrainians under Petlura are co-operating on the southern sectors of this front. The Poles have reached Ovruch, Korosten and Jidmir. The average depth of their advance is 35 miles, the maximum fifty. The Reds in the Crimea are faced with grave difficulties. A number of peasant risings have occurred in the Ukraine, also in Cossack territories. A number of Red regiments mutinied owing to attempts at conversion into labour units without demobilisation or leave.

## SPECIAL TRIP OF THE NILE

CHINA MAIL SHIP TO SINGAPORE.

The s.s. "Nile," operated by the China Mail Steamship Company, Limited, will sail from Hongkong for Singapore direct on Tuesday, June 1st, at Noon, returning to Hongkong on or about June 14th.

Mr. O. H. Ritter, Hongkong Manager, says that this special voyage of the "Nile" will be a very favourable opportunity for the traveller who may wish to make a business or pleasure trip from Hongkong to Singapore

and return. The trip will occupy about two weeks and, no doubt, will attract many Hongkong business men who can take this opportunity of visiting their Singapore branches, returning without loss of time because of the opportunity for a round trip booking.

The "Nile's" regular trips are between Hongkong and San Francisco, via Northern ports and Honolulu. She is an 11,000 tonner, equipped with unsurpassed passenger accommodations, and is well and favourably known throughout the Far East.

The trip to Singapore is a special one, and is a departure from the regular schedule.

## SPECIAL CABLE

SHANGHAI AND BOLSHIEVISM.

[China Mail Special]

SHANGHAI, May 1.

The workmen and students intended to have a May Day demonstration in the native city, but the defence commissioner is determined to frustrate their plans. No person may enter or leave the city without a pass, and martial law continues. Local Bolshevik Russians are believed to have inspired the proposed demonstration.

## A COAL DEAL.

At the Magistracy this morning, Mr. D. H. Blake appeared before Mr. R. O. Hutchison to defend six Chinese charged with the unlawful possession of 400 lbs of coal at No. 26 Shaokwan Road. Counsel said he would plead "guilty." The premises were used as a godown, the owner of which was the first defendant. Second defendant was a tallyman and three of the others were coolies employed by No. 1. The sixth defendant was the accountant of the godown. He was absent at the time the Police visited the premises and he (Counsel) thought the Police had nothing against him. Inspector Kent said that was so. Relating the facts of the case, Counsel said that No. 1 bought the coal from some sampan people, whom he understood had licences to sell coal. He did not know that the transaction was illegal until the arrival of the Police. Under the circumstances of the case, he had advised No. 1 that he had no other option than to plead "guilty," although he had been unfortunate enough to unknowingly deal with people who had no right to sell. Counsel said that beside the 400 lbs mentioned in the charge, there were some 70 tons of coal which were in the hands of the Police. He would apply for the return of that coal to No. 1; and ask for a small fine, in view of the unfortunate circumstances of the case. Inspector Kent said that when the Police boarded the junk from which the coal was being unloaded, two coolies jumped overboard. In the godown, the Police found between eight to ten tons of coal similar to that in the junk.

Mr. Blake said that the defendants were charged only in respect of 400 lbs.

Inspector Kent said that was so. He was only mentioning the facts of the case to his Worship. He (the Inspector) had been after the defendants for the last twelve months. He asked for a heavy penalty.

His Worship asked Mr. Blake what he meant by licensed boat people. He did not know that any boatman had licence to sell coal.

Mr. Blake explained that by licensed boat people, he meant those who had permits to dredge the harbour for coal.

Inspector Caygill, who was present in Court, told his Worship that such licences were no longer issued. They used to be issued before, on the understanding that anything the boat people brought up must be produced at the Harbour Office for inspection.

Mr. Blake said he understood one or two persons still held such permits.

Inspector Caygill said that those were bona fide dredgers.

His Worship said he was satisfied that the first defendant did not take any trouble to ascertain if the coal came from a proper place before buying it. He would convict the first defendant only.

Inspector Kent said that the second defendant was also concerned in the transaction. He was weighing the coal on board the junk when the Police arrived.

His Worship remarked that the premises were used as a regular godown, and No. 1 was the master. The others had to do what he told them.

A fine of \$50 or one month's hard labour was imposed.

## PRESENTATION TO BISHOP LANDER.

The Hongkong congregations of the Chung Wah Shing Kung Wui met at the Chinese Y.M. C. A. this afternoon to bid farewell to Bishop and Mrs. Lander, the proceedings being in the nature of a concert. A most interesting feature was the presentation of a silver shield to Bishop Lander by Mr. Lam Woo. The gift bore the inscription in English and Chinese. Presented to the Rt. Rev. Bishop Lander, D.D. by the St. Stephen's, St. Mary's, St. Paul's, All Saints and the Holy Trinity Churches on his retirement from the diocese of the Colony of Victoria, May 6, 1920. Mrs. Lander was presented with a jade bead necklace. Further details will be given on Monday.



## THE LIFE OF LINEN.

## WHY LAUNDERING KILLS CLOTHES.

Dirt is matter in the wrong place. The business of the laundress is to remove it. The business of the chemist is to tell her how to do it. The life of clothes may be prolonged twenty-five per cent by scientific laundering.

The laundering process is started with soaking to loosen the dirt and save rubbing and thereby the goods, time, and energy. The great mistake made is to begin soaking with hot water. This coagulates the albuminous matter and starch, making them stick on the clothing with resultant blotches. Start with a cold-water bath, for cold water dissolves the starch and albuminous matter and gets rid of them for good.

The kind of water used should not be a matter of indifference. Woolens galore have been ruined by washing them in naturally hard water. The sticky soap settles in the pores of the wool fibre and materially reduces its wearing qualities. For safety and efficiency prepare the water before using it for washing. Add a minimum of ammonia, borax, soda-ash, or washing soda, enough to precipitate the objectionable minerals. Stir, let the water settle, and then allow the clear water to flow into the washing tub.

With the water prepared, the next step is the actual washing operation which involves combined mechanical agitation and cleansing action of soap. To get maximum service from soap we must know how it works. Soap first dissolved in the water reacts chemically, giving a mild alkaline medium. This medium prepares the way. The rest of the soap is very finely divided into microscopic particles, all evenly distributed throughout the whole solution—all the water is soapy. Each soap particle is a worker—a dirt capturer! The more finely divided the particles and the greater the number, the more efficient the cleaning. The best condition is attained by slightly increasing the alkalinity with a mild alkali—soda. These dirt-fighters work best in a moderately alkaline field. Since dirt is held in soiled goods by grease, soap cleans in two operations. It first removes the grease from the materials by forming an emulsion with it. The dirt without any grease support on the clothes is now pulled in (absorbed) by the fighting soap particles. Every soap particle carries a dirt-load on its back and keeps the grease in emulsion form.

Many a laundress adds caustic soda to the soap solution. This gives an excessive alkalinity and ruins the strength, colour, appearance, and wear of the clothing. Then, too, she does not invariably choose the best cleaning soap. It is "neutral soap," without free caustic, without fillers of water-glass, rosin, or peroxides, adulterations that loosen, weaken, and colour the texture of the fibre. Neutral soap and a mild alkali together give the most efficient washing medium. The deadly policy of leaving the clothes overnight in the dirty soap bath "rots" them.

Using raw bleaching powder means more harmful effects on the clothes than hard water and caustic soda combined. Treat the bleaching powder with soda in a separate vessel. The sodium replaces the calcium, giving sodium hypochlorite, the bleach liquor, and precipitated chalk settles at the bottom and is rejected. The sodium hypochlorite is acted upon by the water, giving oxygen, caustic soda, and energy.

To bleach with little injury, use the least soda in making up the bleach liquor, so as not to have large alkalinity, keep the materials in the bleach a minimum length of time, heat the bleach bath gradually to prevent too rapid giving off of the oxygen, and rinse thoroughly, else the bleach liquor will "rot" the fabrics.

Rinsing should be thorough after each operation. Insufficient rinsing after the first suds decreases the soap efficiency in the second suds; after the bleach, ruins the clothes; before bluing, leaves the alkalinity to cause uneven setting of the blue; and also leaves the alkalinity to convert the starch into yellow decomposition products during ironing.—*Popular Science.*

## TO-NIGHT'S PLAY.

What promises to be a bumper house from the bookings will be witnessed to-night at the Theatre Royal when the Dennison Company will stage "Nightie Night." The house is certain to be kept merry and bright for three solid hours in the admirable presentation of a wideawake farce—in a prologue and three acts—appropriately entitled "Nightie Night." We have no intention of describing the play. It is easier and better to recommend it to all who want a really good laugh. Miss Warda Howard and Mr. Leo Kennedy share the heavy work with their usual ability. There seems to be no end to the versatility of these two artists. If there is any truth in the old adage laugh and grow fat, those with a tendency to corpulence and rightly dreading a condition of "embonpoint" should certainly think twice before visiting the Theatre Royal to-night when this play will be presented, for great risk is involved in their attendance.

## WEATHER REPORT.

May 1st. 1920. 35m.—No return from Japan, Vladivostok and Indo-China.

Pressure has increased slightly over N. China, and decreased slightly elsewhere. The depression over Annam and the China Sea has probably become deeper.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.74 inch. Total since January 1st, 13.10 inches, against an average of 11.80 inches.

Forecast for the 24 hours ending at noon on May 2nd.

1.—Hongkong to Cap. Rock. E and N.E. winds, fresh; cloudy, rain.

2.—Formosa Channel. N.E. winds, fresh.

3.—South coast of China between Hongkong and Lamock. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

T. F. CLAXTON, Director.

Hongkong Observatory, May 1 1920.

## HONGKONG TIDES.

This tide-table given below has been compiled at the National Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1909-8.

The zero of the table corresponds with the zero of the sounding in the Admiralty chart, which has been found to be 4 feet 4 inches below mean sea-level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 4 inches to the height given in the table.

May 2 to 8, 1920.

Day of Week	Hour	HIGH WATER		LOW WATER	
		Hongkong Mean Time	Height	Hongkong Mean Time	Height
Sun	2	m 8 46	6.5	m 2 34	2.5
	10	m 10 54	5.5	m 2 54	1.4
Mon	1	m 9 18	5.5	m 2 2	2.7
	10	m 10 50	5.0	m 4 4	1.2
Tues	4	m 9 35	6.0	m 3 23	2.8
	11	m 11 34	4.7	m 4 43	1.1
Wed	5	m 10 0	7.0	m 3 53	3.0
	12	m 11 23	5.0	m 4 25	1.2
Thur	6	m 9 21	4.4	m 4 17	2.3
	10	m 10 26	6.9	m 0 58	1.3
Fri	7	m 10 16	4.2	m 4 41	3.8
	10	m 10 51	6.7	m 6 51	1.6
Sat	8	m 9 24	4.0	m 7 42	1.7
	11	m 11 23	6.0	m 7 42	1.8

## HONGKONG REGISTER.

	Previous day at 2 p.m.	On date at 10 a.m.	On date at 2 p.m.
Barometer ...	29.71	29.50	29.71
Temperature ...	74	73	70
Humidity ...	85	83	90
Direction of Wind ...	E	E	E
Force ...	3	2	5
Weather ...	0	cd	0
Rain ...	0.83	0.00	1.10

Highest open air Temperature on the 30th 77

Lowest open air Temperature on the 1st 70

T. F. CLAXTON, Director.

Hongkong Observatory, May 1 1920.

## TO-DAY'S ADVERTISEMENTS.

## LEGISLATIVE COUNCIL ELECTION.

TO THE JUSTICES OF THE PEACE FOR THE COLONY OF HONGKONG.

Gentlemen,—

The closeness of the contest in which I took part two years ago encourages me again to offer myself as an independent candidate for the vacancy in the representation of the Justices of the Peace on the Legislative Council. My proposer and seconder are Messrs. John Scott Harston and Frank Smyth. The ballot will take place at the Supreme Court on Wednesday next, May 5, between the hours of 4 and 5.30 p.m., and I now ask for your support.

The traditional policy of past elected members—such as Messrs. Hewett, Shewan, Murray-Stewart, Pollock, Holyoak and Alabaster—has been freely to criticise the Government, which is inclined to err in being too conservative. If elected, I intend to follow the example of my predecessors to the limit of my powers.

While it is practically impossible, in the face of a permanent Government majority, for Hon. Unofficial members to initiate legislation I shall endeavour, if returned, to secure attention to the following matters, which I deem necessary for the continued progress of the Colony:—

1. The deepening of the Harbour to meet requirements in sight.

2. The construction of an Aerodrome and Seaplane Harbour. Mechanical flying has developed rapidly, and Hongkong must be on the aerial mail route. In the meantime Canton is ahead.

3. The necessity of pushing forward the promised Kowloon Hospital to prevent unnecessary suffering and loss of life.

4. The provision of a new and more cheerful Lunatic Asylum, as advocated years ago in Council by the Hon. Mr. P. H. Holyoak. The motto "Abandon hope all ye who enter here" might well be inscribed over the portals of the present institution.

5. A continuation of the present policy of making motor roads through our beautiful Colony, and at the same time providing alongside, wherever possible, places where people can picnic or take their ease. At small cost there is room for a miniature park, with existing shady trees, between North Point and Quarry Bay, where others besides motorists could find quiet recreation after work.

6. The removal of restrictions in the centre of the city to allow of the erection of buildings six stories high in order to meet the urgent demand for additional office accommodation. Fire appliances and water, if not already available, must be provided forthwith.

7. The resumption of all land now occupied by the Naval and Military authorities in the centre of the city. The Parade Ground should be surrendered forthwith for building purposes.

8. The resumption of land sales either alongside the motor-roads or in certain defined areas where people can buy requirements at known rates. If auctions are necessary, "claim jumping" could be deterred by purchasers being obliged to commence building the required standard of house within three months; otherwise, the lot to revert to the original applicant at the upset price. No bid to be accepted from anyone unless he had deposited approved plans before the date of auction.

9. As a member of the Constitutional Reform Association, I want the moderate reforms they advocate.

The Estimates are too far ahead to criticise here.

If you do me the honour to elect me, I will do my utmost to justify your confidence.

Your obedient servant,

A. R. LOWE.

Hongkong, April 30, 1920.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on

Wednesday, May 5, 1920,

commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

5 Bags Rhinoceros Scraps

5 Cases Lead Pencils

1 Bale Grey Shirting

1 Case Mosquito Netting

20 Cases Soft Soap

5 Cases Soft Soap

6 Bags Soda Ash

1 Case Whale Teeth

77 Cases Red Oxide Powder

240 Kegs Red Oxide Paint

100 Kegs White Zinc Paint

12 doz. Lady's Hose.

Terms:—Cash on delivery.

LAMBERT BROS.,

Auctioneers.

Reports indicate that the strike of lift boys is developing and many people on business to-day had the unusual experience of having to climb up several flights of stairs. There is a feeling of thankfulness that the weather is reasonably cool.

## TO-DAY'S ADVERTISEMENT.

## CHINA MAIL S.S. CO., LTD.

## SPECIAL SAILING

## S.S. "NILE"

## HONGKONG to SINGAPORE.

The s.s. "Nile" will sail from Hongkong for Singapore direct on Tuesday, June 1st, at noon, returning on or about June 14th.

For full particulars regarding freight or passage apply to

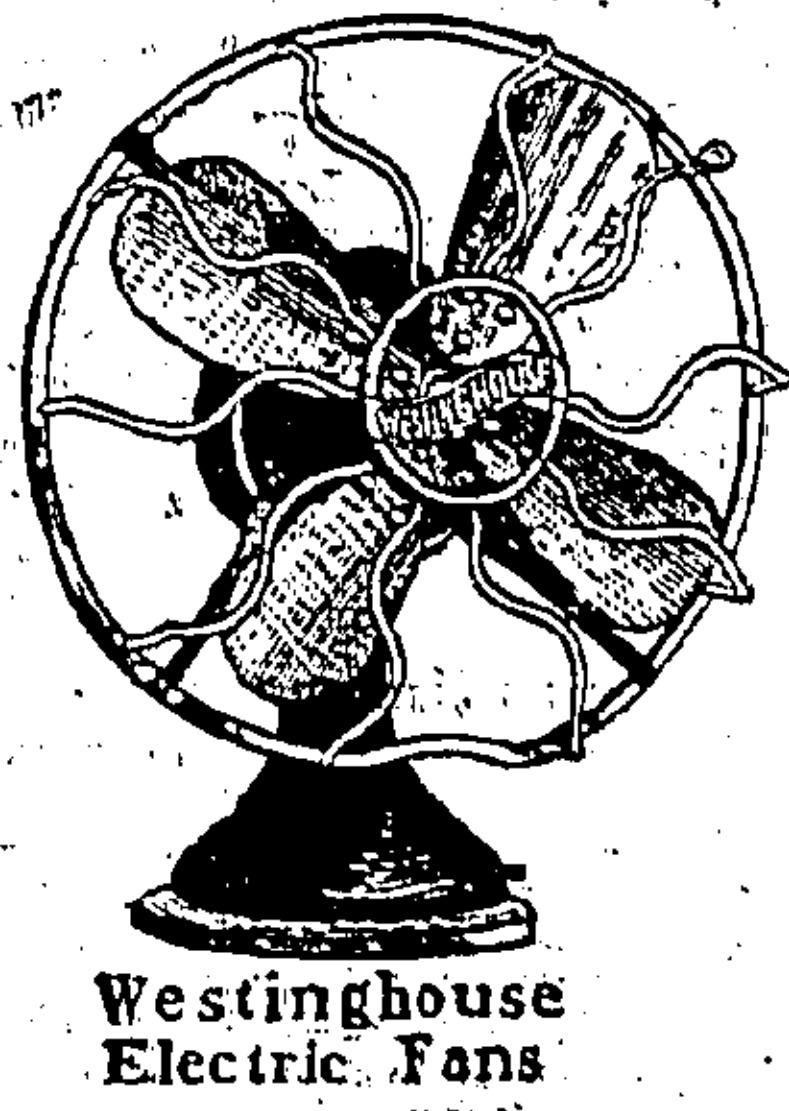
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Agent.

Prince's Building,  
Ice House Street,  
Tel. 1084.

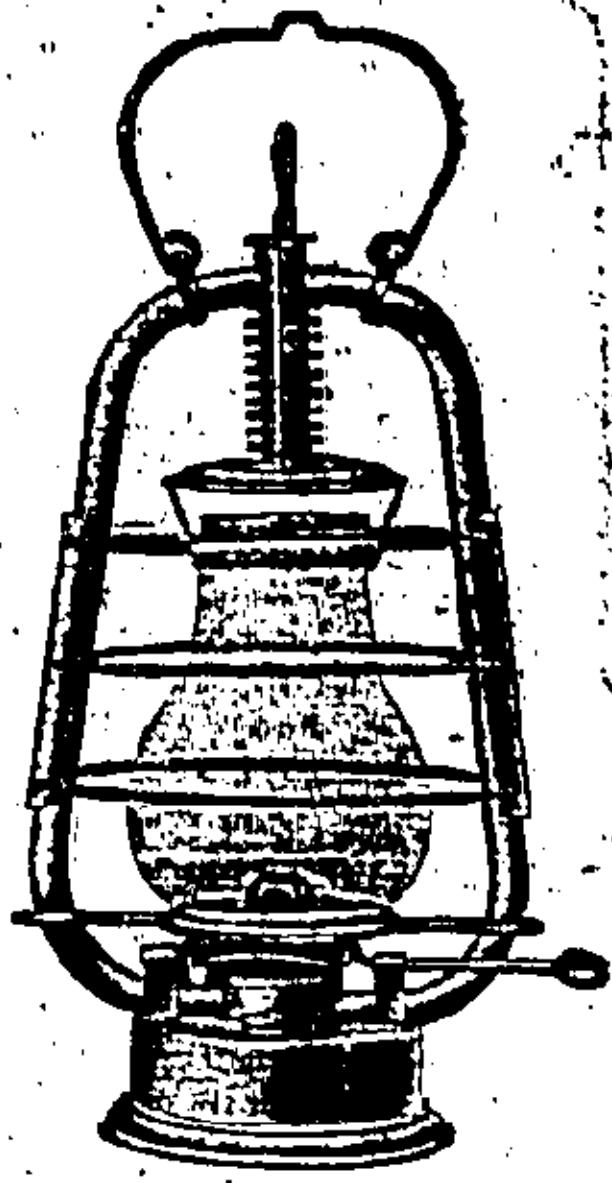
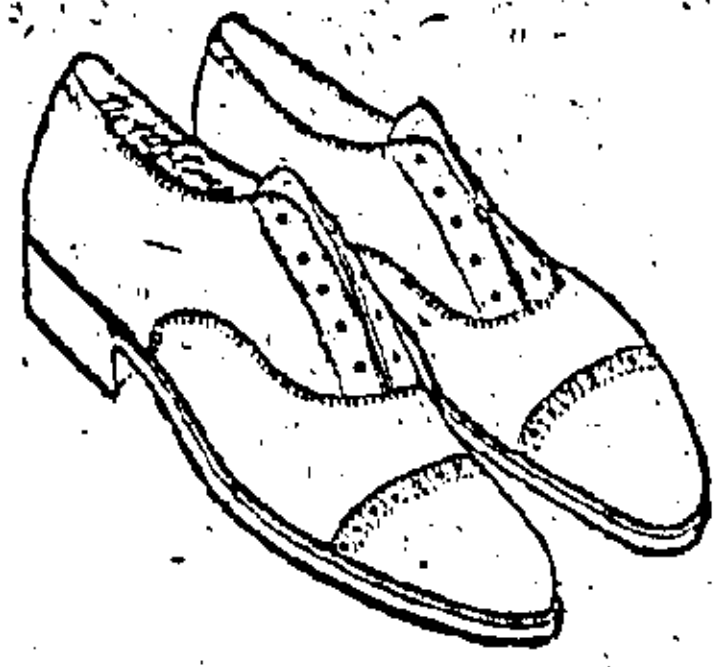






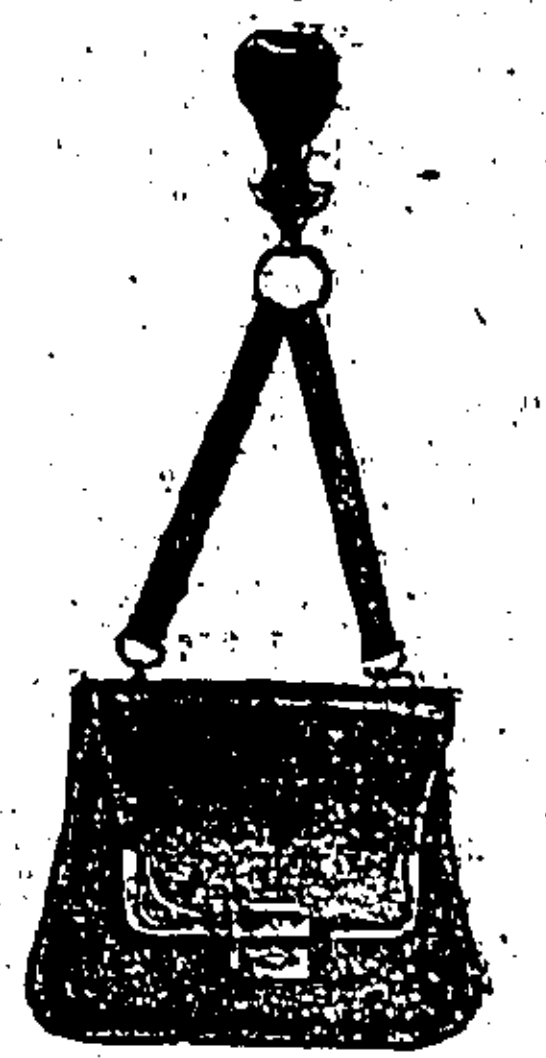
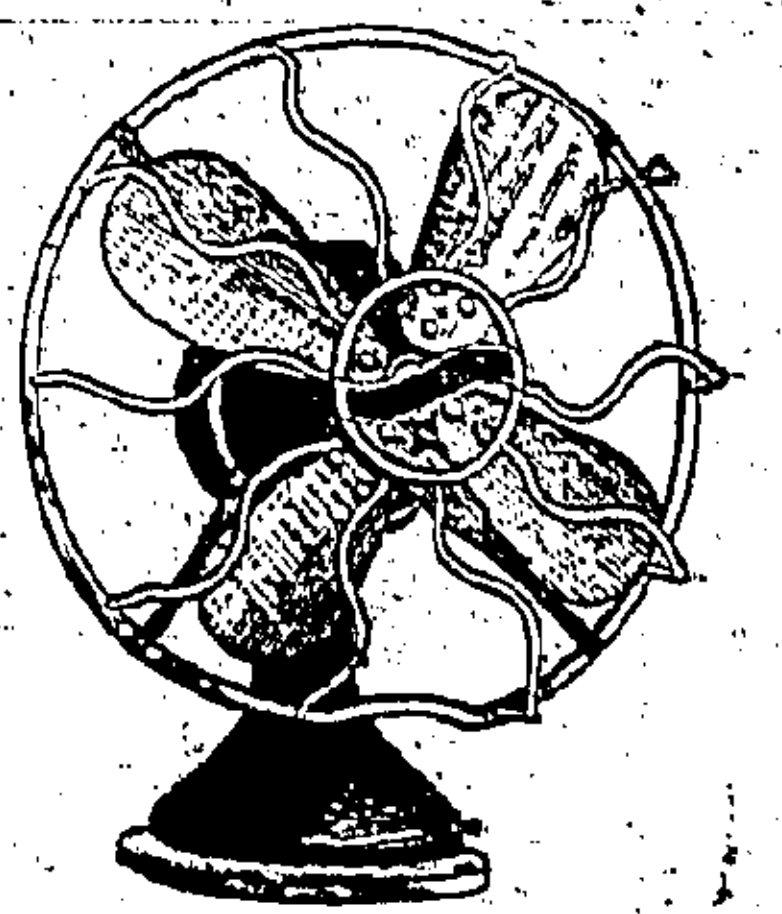
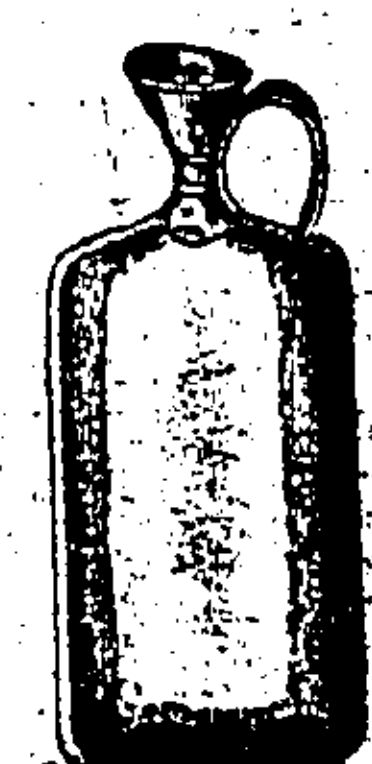
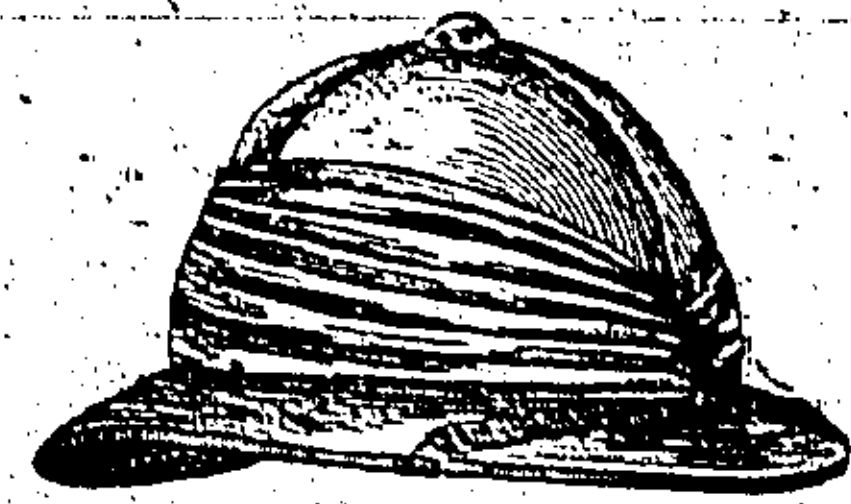
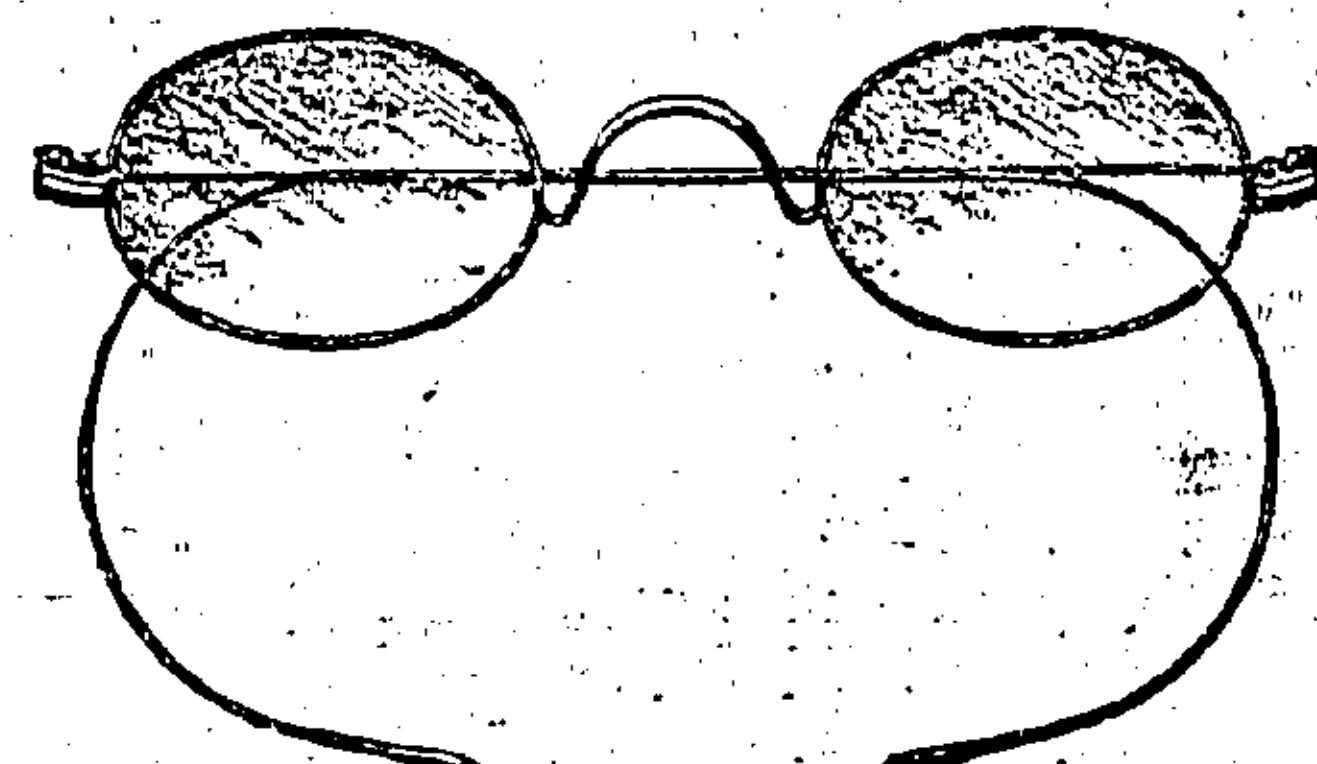


Westinghouse Electric Fans



統辦環球中西貨品

香港先施有限公司



### "MY CHINESE DAYS."

No! the title is misleading. I am not writing about the days I spent in China but about a collection of short stories written by Gulielma F. Alsop, and published by Hutchinson which those who possess half-guineas can purchase. For this paltry sum, paltry I mean in the eyes of the post-war paperists, you may procure a book with many beautiful illustrations and twenty stories of Chinese adventure which happened to a nurse in an American hospital in Shanghai. All the tales are well written and full of exciting incidents, and all give the typical picture of Chinese life.

China has an extraordinary effect upon the European. It compels him to write books. Almost every European who has ever visited China has written something somewhere. Prof. Strains catalogue of second-hand Chinese books contains 2,265 different books all dealing with China and I suppose that at least another 2,000 exist.

A good many people take China seriously, and spend many years in studying the language, which they can never speak correctly, and the literature, which they can never understand. These are the Sinologists—a solemn body of men who look upon themselves with great respect.

There are others who rush through China, see roads in bad repair, temples tumbling down, mandarins taking squeeze, dust in the streets, smells everywhere, dirty peasants, bound feet, no milk, butter or bread, and go home and write long screeds about the Break up of China.

But there are some who have lived in China many years and who have accustomed their noses to the smells, their eyes to the decay, their throats to the dust and are obsessed by the vast horde of industrious plodding moving creatures who only need co-ordination and leadership to conquer the world. These are the Yellow Perilists.

And again, we get another section of foreigners living in China who perceive a corrupt Government, an immense population devoted to trading, a vast country lacking means of transport, and therefore partially undeveloped. They look upon the Chinese as a greedy cowardly race without any National feeling and only worthy of being plundered. Such people are always crying out to their Legations to force China to build railways, roads, ships and aeroplanes, to open up mines, oilfields, plant cotton, tea, silk, in short, all that a western mind looks upon as indispensable for what we call "Progress." Such people want to exploit China—they are the Concession Hunters.

There are others who only contemplate the Political aspect. With them it was once Russian, then German, and to-day Japanese aggression that occupies their minds. When the Chinese Eastern Railway was planned, the Cassini convention agreed upon, when Germany seized Kiao Chau, and when Japan presented her famous twenty-one demands, the Politicians of China squealed loudly. But Russia went down before Japan. Germany collapsed in November, 1918, and Japan, the bug-bear of to-day, will also find that her vast schemes for securing control in the Far East must meet the inevitable fate of all who attempt to conquer China and the Chinese.

Now, all the thousands of books written about China are written by one or other of these schools and follow these lines of thought.

The student tries to become a Sinologue, and usually strains his brain in the attempt to think like a Chinaman. It is an impossible task because the European brain is only one-fourth as old as the Chinese brain, and you might as well expect a child of five to compete in hammer throwing with a trained athlete of twenty. We see the converse in the Chinese student who goes to America or Europe and tries to acquire Western ideas. He comes home and prattles baby talk to the Mandarin and to his neighbours. They smile contemptuously just as we do when grown-up people talk baby talk to each other.

The Lord Charles Beresford type of man is even more foolish. Because he finds a temple tumbling to pieces he thinks this an emblem of the Chinese Republic. You might as well prophesy the collapse of the British Empire because Kenilworth Castle is in ruins.

Those who discuss the Yellow Peril have sounder ground to stand on. The Chinese are a brave race and it is conceivable that, as in the past, they might be moved by some great impulse which would weld them together, and that they would find a great leader who would drill them, arm them, and overwhelm Europe. I do not think it likely because the Chinese are a practical race, devoted to money-making and contemptuous of militarism. But we must not forget the Taping Rebellion or that of the Boxers. No one dare prophesy about the future of the Chinese race. They were a great military nation in the past, they might revert to that type.

The concession hunter works of course, with the Politician. Both want to make money out of China and both think of spheres of influence, of grabbing all they can. They got their claws into China in the days of Li Hung Chang, but the Chinese have

long since decided that if anyone wants to exploit the wealth of their country they must do it on a fair basis. Half and half. The Chinese do not object to the foreigner trying to make money, but they will not allow him to make all the money.

Now, dozens of novels have been written about China and almost all are influenced by one or other of the above schools of thought. Putnam Weale has lived all his life in China; he knows more than any other novelist who has written a Chinese novel, but he never forgets that he is a European, and, above all, a Politician. Therefore, clever as are his books, they all present the picture from the European point of view. They are incomparably superior to any other novels written about China. For Putnam Weale is a master of prose; he is a great writer. His "Indiscreet Letters from Peking" is a classic, and ranks with Marco Polo, Cellini, Borrow, and other great authors who have presented their personal impressions of life with vivid flashes of genius. All his novels are far beyond the average, and his descriptions of China are not only accurate but also picturesque. Yet I am astounded that a man living the whole of his life in China should always be moved by the same impulse. He sees the grandeur of Peking, the industry of the Chinese, their love for money, but he has never got inside their lives and their minds. They remain a mystery which he does not solve. He is in sympathy with the Chinese up to a point, but beyond that point he stops. He never seems to realise that the Chinese are superior in every way to the foreigner. He does not think they are. He will tell you what is going to happen—politically. His opinion is always sound. But he cannot tell you how the Chinese think for he has never got inside the Chinese mind. No foreigner ever has.

Backhouse is not a novelist, unless that wonderful diary in "China under the Empress Dowager" is a novel and not a real diary, but he does occasionally show signs of understanding the Chinese mind. I have a collection of novels dealing with Chinese life. Some are preposterous, as "Mr. Wu" which many think a remarkable study of the Chinese mind. Many are written by missionaries, and, I presume, that "My Chinese Days" comes under this category. Most of the missionary novels are put onising. The author says in effect "Poor heathen Chinese, why don't you turn to the West, get baptised, and wear European clothes, give up ancestor worship, rice eating, Fung Shui and all your Eastern habits?" "Look at us how good we are." The Chinese do look at the

foreigner, carefully, but they don't find anything nice about him. Above all, they find nothing to imitate in the habits of the English and American Missionaries who have made trouble ever since they first came to China.

There are many novelists, such as the author of "My Chinese Days." There are many descriptions of China, but the Chinese who appear in such stories are not real live people; they are simulacra. For there is no sympathy between the author, and the people described.

The Chinese move through all the Chinese novels as the shadows move in the Chinese shadow plays. We see the figures on the screen and we often laugh, but we know that they are not alive. They are made to move in a certain manner, conditioned not by the psychology of the actors but by that of the person who pulls the strings in the puppet show. Comic or tragic as the impulse swings this way or that.

Now I think that the action in all novels should be inevitable, and dependent upon the mentality of the characters. Putnam Weale never makes a mistake in his Europeans. They do what their character forces them to do and fate and fate alone impels them to the denouement. But neither he nor anyone else can endow a Chinese with a Chinese mentality and make him act consistently up to the last chapter.

We can all describe the actual things done by a Chinese man or woman because we have seen them done, but we cannot say "They did this one year, therefore by the law of their nature they must do that in the next year," for we don't know what they will do or why they ever do anything.

Mr. Hillier, the manager of the Hongkong and Shanghai Bank, has lived in China all his life and is much beloved by the Chinese. But he said to me "The longer I live amongst them the less I understand them," and Sir John Jordan, also much loved by the Chinese, made a remark of the like character. I mention these two names because both men are universally loved by Chinese, and, therefore, presumably in touch with their intimate thoughts and aspirations. But they are only strangers in China. By that word you imply a severance of thought and ideas from the people you are living with.

There is a real danger in these Chinese novels. They have built up an entirely false idea of the Chinese. They have encouraged us to think that the Chinese are a decadent race, capable of being eternally bullied. I am afraid that one day we shall find that we have made a mistake. The Chinese take long views and are patient, but we must not presume too much upon that patience.

### THE HEIGHT OF ADVENTURE.

The people who are talking of the air-route from Cairo to the Cape as though there would soon be passenger services running have got hold of the wrong end of the stick. There aren't going to be any queues waiting at the Cairo booking-office for a time. But for sheer joy of adventure and turmoil of experience, the African route beats to a frazzle both the Transatlantic flight and the journey to Australia. On the sea-flight fog and snow and storm were the chief enemies; on the road to Australia, blizzard and hurricane and the dangers of a forced landing in desert or jungle or the sea. But all this is a plain dish beside which Africa is as appetisingly varied as *hors-d'œuvre*. You land here, and elephants come nosing round the camp. You land there, and you sleep to the lullaby of lions roaring round. You land in a dry swamp and are beset by Apollons, not singly but in troops: mosquitoes and centipedes, crocodiles and "large bellowing animals"—surely the brontosaurus, had he but been seen. You get up, and are driven by a sandstorm which propels you 366 miles in less than three hours, and at a height of 7,000-8,000 feet you wrestle with innumerable whirlwinds caused by the furious heat. Or you don't get up, and there you "scuttle about with your hat brushing through trees." You have things brought to you on camels; "obliging natives fetch water from the Nile"; you are spied on from the bush by armed and hostile Dinkas (such wretches well deserve the name); everywhere you go you experience luxurious hospitality, although that might slow down with the excursion traffic; and at the finish—a finish fit to quicken the most sluggish blood—you see from the air and photograph the great Zambesi falls. This is, indeed, the pith and marrow of adventure packed into a few crowded hours, and it may well be, as they say, that the skilled swimmer thinks little of the difficulties and dangers. But the passenger dounce man, will think a lot.

Do not forget that a race of four hundred millions of industrious people who were civilized when we were savages is a force which, if roused, would be irresistible. We do not understand them, but that is no reason why we should assume a ridiculous air of superiority. The Chinese resent this but they are too polite to show their resentment. New Witness.

### STORM IN THE COMMONS.

#### A NEW PROCEDURE.

For the purpose of getting through the outstanding estimates before the close of the present financial year the House agreed that discussion should cease each evening at eleven o'clock, and that after that hour the estimates should be put from the Chair, purely formally. When the guillotine came into operation recently there were upwards of fifty votes outstanding, and a number of members were understood to have made up their minds that a division should be taken, on each. Time after time members tramped through the division lobbies to record their vote, and always in the best of humour. When Mr. Adamson, desirous of talking with a member of the Government, took his seat temporarily on the Treasury bench, "He wants to be one, and the jibe was taken up. Almost alone amongst the members Mr. James Sexton wore a hat, a soft felt. It was, apparently, confiscated during one of the divisions, but was restored to its owner when the members returned to the House.

By the rules it is laid down that a member wishing to raise a point of order after a division has been called must do so seated and "covered." Mr. Devlin found himself in the position of wanting to address the Chair, but as he had no hat Mr. Will Thorne came to his rescue by calling to Mr. Sexton, a fellow Labour member, "Jimmy, where's your hat?" The House was delighted, and "Jimmy, where's your hat?" echoed round the Chamber. But the House is very fickle in its moods, and when most easily amused is usually most easily offended. All went merrily till Mr. Whitley, the Chairman, exercised an undoubted right under the Standing Orders. Under certain circumstances he is entitled to exercise his discretion as to whether he should allow a division. All he has to do is to call upon the "Ayes" to stand up, and then the "Noes," and then to give his decision. The rule had not previously been put into practice in this Parliament, and the resort to it led to trouble. It was exercised in regard to an Irish vote, and this raised the indignation of Mr. Devlin, Captain Redmond and Mr. MacVeagh. The Committee was asked to vote money for Ireland, but no matter, there was an attempt to rob them of the sacred privilege of voting against the Government. Having called upon the "Ayes" and then the "Noes" to stand, the Chairman declared the vote carried. There were loud cries of "No!" from the Liberal and Labour benches, and

Mr. Hogge rose to a point of order. This procedure, he said, was new, and without challenging the ruling of the Chair, he wished to know whether the minority had not the right to claim a division, and to go into the lobby. The Chairman replied that if the hon. member would read Standing Order 30, as amended last year, he would see that the matter was left to the discretion of the Chair.

Mr. Devlin demanded the Chairman's reason for refusing to allow a division to be taken on a vote when the minority would "obviously have included a quarter of the members of the House." In an impassioned outburst he insisted upon his right, "as a representative of the people untrammelled by the coupon," to record his vote.

The Chairman repeated that under the Standing Orders the matter was in the discretion of the Chair. "Why was this particular vote chosen for the exercise of this new procedure?" inquired Captain Redmond. "Was there any precedent?" asked Mr. MacVeagh, for the course which had been adopted? and the Chairman replied that the Standing Order had only been amended last year. After listening to several further protests, the Chairman said firmly that it must be understood that he could allow no further challenging of his decision.

On the next vote the Chairman allowed a division, his decision in this case being greeted with ironical cheers from some of the members. But even then the matter was not allowed to drop, and Colonel Wedgwood declared that the bargain had been broken because the agreement that had been entered into permitted a division on each vote.

It remained for Mr. Bonar Law to pour oil on troubled waters. In the suavest of tones he stated as his personal opinion that the action of the Opposition was a violation of the spirit but not the letter of the agreement. Mr. Hogge then started the House by the perfect frankness with which he declared that the action of the Opposition in challenging a division was "a part of the game we all play at times." Seeing the surprise he had caused, Mr. Hogge hastened to explain that, as the Opposition could not speak against these high estimates, they could only record their protest by voting against them. Mr. Bonar Law said he thought it would be a great pity if the agreement fell through owing to any outburst on the part of members, and the storm subsided as quickly as it had sprung up, thirteen votes in succession being allowed to go through without a division.

Amongst the unchallenged votes was one for £20,000 for the mission of the Prince of Wales to Australia.



THE DRAINING OF THE  
ZUIDERZEE.

On March 14, Dr. C. Lely, civil engineer, M.P., and Ex-Minister of Water-works in Holland, read a paper on "The Draining of the Zuiderzee," before the Association of Civil and Architectural Engineers at Berlin.

The question of draining the Zuiderzee was first raised in 1848, when two engineers, Messrs. Klopmanburg and Fiedler, published a scheme to construct a dam across the narrowest part of the Zuiderzee.

During the following years a number of schemes were published, and eventually a Parliamentary Commission was appointed to report upon the matter. In 1870 this Commission reported in favour of a scheme by Mr. Stieltjes to construct a dam from Eemhuizen (N.S. Holland) to the Overvecht Canal.

A large portion of the bottom consists of fertile ground, and the draining would add a considerable area of rich soil to the Dutch territory.

In 1877 a bill was introduced in the Dutch Parliament authorizing the Government to make a start with the work, but the opposition by various authorities was so great that it was again withdrawn.

In 1885 an association was formed to investigate the matter, and in 1893 this association submitted a scheme, which was approved by the Parliamentary Commission, involving the construction of a dam from Wieringen to the Frisian Coast and from Terschelling to the Frisian coast, the construction of the first dam would take about nine years and that of the second about twenty.

It was feared that this dam would create a tendency to increase the high water along the Frisian Coast under certain circumstances, but careful investigations over a number of years have proved this fear unfounded. On the contrary, the dam is expected to have the effect of lowering the high water mark along the coast.

The largest discharge of water from the River Yssel, which delivers its water into the Zuiderzee, at any time has been found to be about 350,000 tons per minute, and if this

flow continued for three days, the level of the Zuiderzee would be raised about 8 to 10 inches. After the dam has been completed part of the sea will be turned into a lake, of about 350,000 acres area, and the level of same would under the same circumstances, be raised between 24 to 30 inches. This rise is not considered of any importance.

The most difficult part of the work will be the construction of the last part of the dam, to prevent the water flowing from the lake into the sea, damaging the dam, the last ten miles of the dam will have to be constructed simultaneously.

One of the principal advantages of the present scheme is that the dam will afford protection to over 175 miles of dikes. If a railway is laid across the drained land, communication between Amsterdam and Groningen is shortened from 155 to 80 miles. About 500,000 acres of land can be drained, of which nearly 50,000 acres can immediately be cultivated, and the Yssel Lake, which will be formed, will have an area of 350,000 acres, of which 112,000 acres may be diked in later.

The salt water in the Yssel Lake will soon be driven out by the fresh water discharged from the river into it, the water remaining in the lake will be about 6,000,000 tons, while the water annually delivered by the river is about 16,000,000 tons.

The Zuiderzee fishing industry will have to disappear. The annual returns of some are about £2,000,000, but proper measures have been taken to indemnify the fishers.

The principal reason accounting for the Parliament unanimously accepting the bill after it had been opposed so many years, was the fear for a return of the floods during 1916, when large areas of valuable land were spoiled for a considerable time, together with the need so urgently felt during the war to increase the fertile ground in this country.

The total costs of the work are estimated at £25,000,000, which may be considered low when taking the ultimate advantages into account.

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IF YOU have that constant itching and inflammation of Piles.

IF YOU are suffering the aches and pains of Bad Legs, Rheumatism, Gout, Sciatica, Blood Poison, etc.

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On demand ... 4-4-8  
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Credits, 4 months sight ... 4-4-8  
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## POST OFFICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAIL.

SATURDAY, May 1.  
Straits and Calcutta—Per YETOROFU MARU.  
Straits—Per DUNERA.  
Japan—Per ST. ALBANS.  
Shanghai—Per ICHANG.

SUNDAY, May 2.  
U.S.A., Canada, and Manila—Per KEMPRESS OF RUSSIA.  
Japan—Per SEIYO MARU.  
Europe (via Negapatam)—Per LAKE ONAWA.

MONDAY, May 3.  
Japan—Per YAMAGATA MARU.  
Bombay—Per TOTOH MARU.  
Shanghai—Per SUNNING.

TUESDAY, May 4.  
Japan—Per TSUTSUMI MARU.  
THURSDAY, May 6.  
Straits and Calcutta—Per TOYO MARU.

FRIDAY, May 7.  
Bombay—Per FUKUKI MARU.

## OUTWARD MAIL.

SATURDAY, May 1.  
\*Formosa via Takao—Per BATAYIA MARU, 4 p.m.  
\*Shanghai, North China and Japan via Kobe—Per YETOROFU MARU, 4 p.m.

Tourane and Quinhon—Per PO LEE, 5 p.m.  
Pakhoi and Haiphong—Per KAIFONG, 5 p.m.  
Weihaiwei, Chefoo, and Tientsin—Per RUIHONG, 5 p.m.

Fort Bayard—Per SHUN CHEONG, 5 p.m.  
Tourane—Per WAI WAH, 5 p.m.  
Haiphong—Per MO HON, 5 p.m.

\*Swatow, Shanghai, and North China—Per FANGANG, 5 p.m.  
SUNDAY, May 2.  
Chefoo and Dairu—Per HSINLEF, 9 a.m.

Philippine Islands, Swatow, Australia, New Zealand via THURSDAY ISLAND—Per ST. ALBANS, Registration 9 a.m. Letters 9 a.m.

Swatow, Amoy, and Formosa via Keelung—Per KAIJOMARU, 9 a.m.

Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via VICTORIA B.C.—Per SUWA MARU, Registration 9 a.m. Letters 9 a.m.

Philippine Islands, Manila, Australia, New Zealand via THURSDAY ISLAND—Per VICTORIA, Registration 9 p.m. Monday, 3rd Letters 9.30 a.m.

MONDAY, May 3.  
\*Honolulu and San Francisco—Per BRAVE COMER, 10 a.m.

Tientsin—Per CHEONG SHING, 10 a.m.  
Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central and South America, and EUROPE via SAN FRANCISCO—Per KOREA MARU, Registration 9.45 a.m. Letters 10.30 a.m.

Straits and Bangkok—Per HAITAN, 2 p.m. TUESDAY, May 4.  
\*Swatow and Bangkok—Per CHUSAN, 9 a.m.

Shanghai and North China—Per SHANSI, 1 p.m.  
Swatow, Amoy and Foochow—Per HAI LOONG, 1 p.m.  
Philippine Islands—Per TAMING, 3 p.m.

Amoy, Shanghai, and North China—Per ICHANG, 3 p.m.  
\*Shanghai and North China—Per LOKSANG, 4 p.m.

WEDNESDAY, May 5.  
Saigon—Per PHEUMPHEN, 9 a.m.  
Java and Port Moresby via Batavia—Per TUPANAS, 3 p.m.

THURSDAY, May 6.  
Swatow, Amoy and Formosa via Takao—Per SOSHU MARU, 9 a.m.

\*Shanghai, North China—Per SUNNING, 10 a.m.  
Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via VANCOUVER, B.C.—Per EMPRESS OF RUSSIA, Registration 9.45 a.m. Letters 10.30 a.m.

FRIDAY, May 7.  
Swatow, Amoy and Foochow—Per HAI HONG, 1 p.m.

SATURDAY, May 8.  
Shanghai and North China—Per CHENAN, 3 p.m.

TUESDAY, May 11.  
Swatow, Amoy and Foochow—Per BAICHING, 1 p.m.

Amoy, Shanghai and North China—Per SUIYANG, 9 p.m.

## MOVEMENTS OF STEAMERS.

The C. M. S. S. Co.'s s.s. China left San Francisco on April 28.

The N.Y.K. s.s. Kure Maru (European Line) left London for this port via Suez on the 24th April and is expected here on the 2nd May.

The T.K.K. s.s. Seiyu Maru sailed from Moji on the 27th instant and is due at this port on May 2nd at daylight.

The C.P.O.S. Co's s.s. Empress of Russia arrived at Manila on the 29th April left there 30th April is due at Hongkong on Sunday 2nd May daylight.

The N.Y.K. s.s. Totsu Maru (Bombay Line) left Bombay for this port direct on the 13th April and is expected here on the 3rd May.

The N.Y.K. s.s. Yamagata Maru (Calcutta Line) left Kobe for this port via Moji on the 28th April and is expected here on the 3rd May.

The N.Y.K. s.s. Tsushima Maru (New York Line) left Yokohama for this port direct on the 28th April and is expected here on the 4th May.

The Ben Line s.s. Benliran from Middlesbrough, London and Straits left on the 28th inst. for this port and may be expected to arrive here on the 4th May.

The N.Y.K. s.s. Togo Maru No. 2 (Calcutta Line) left Singapore for this port on the 28th April and is expected here on the 6th May.

The N.Y.K. s.s. Fuku Maru (Bombay Line) left Bombay for this port direct on the 30th April and is expected here on the 7th May.

The C.P.O.S. Co's s.s. Methen arrived at Yokohama on the 23rd April left there on the 24th April and is due at Vancouver on the 16th May.

The N.Y.K. s.s. Iwata Maru (European Line) left London for this port via Suez on the 9th April and is expected here on the 16th May.

The N.Y.K. s.s. Tsushima Maru (Liverpool Line) left Liverpool for this port via Suez on the 11th April and is expected here on the 22nd May.

The N.Y.K. s.s. Awa Maru (Liverpool Line) left Glasgow for this port via Suez on the 23rd April and is expected here on the 4th June.

## NOTICES.

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## FIRST-FRUIT OF THE PEN.

When I once asked Mr. Coulson Kernahan how he earned his first guinea (says a writer in *John of London's Weekly*), he answered, with a whimsical smile of reminiscence:—"It was only half a guinea—and I never got it! It was a sonnet on Charles Dickens, and the Post Office order somehow vanished in the post. The first guinea I received was for some verses I wrote for the *Sunday Magazine*."

The first-fruits of Mr. W. W. Jacobs's pen were a modest five shillings for a prize story published in 1885 in a monthly paper; Mr. Zangwill's debut in print took the form of a humorous story, "Professor Grimmer," published in *Society* for which he was awarded a £5 prize; and Mr. Jerome first struck gold when a short story called "Jack's Wife," which appeared in the *Lamp* in 1881, brought a guinea to his scanty purse.

Mr. Thomas Hardy's maiden effort in literature was an architectural article, "How I Built Myself a House," published in *Chambers's Journal* for March 18th, 1885, for which he was delighted to receive a couple of guineas; and it was in the same journal that Mr. Stanley Weyman made his pioneer flight in a chatty article on University "Scouts," for which he received a small but very welcome cheque.

Sir Anthony "Hope" set his literary ball rolling with a short story in the *St. James's Gazette*; and Sir A. Conan Doyle with a story published in *Chambers's Journal* in 1878, called "The Mystery of the Sassassa Valley." "I got three guineas for it," he says, "and very pleased I was!" Mr. Morley Roberts unobtrusively confesses that he made his first guinea, and six more, by stealing a Texas newspaper article holus-bolus, and adding a head and Mr. Silas Hocking says, "My first story brought me in £13, and I was thankful to get that"—as he ought to have been.

Mr. Cutcliffe Hyne made his first guinea by supplying designs and mottoes to decorate the paper in which a friendly tradesman wrapped his goods; and Mr. Pett Ridge considered his fortune made when he received his first guinea, and two others with it, for a sketch of "Club Life in the East," published in the *St. James's Gazette*.

Mr. Guy Boothby's earliest pen-earnings were twenty-five shillings for a series of sketches contributed to an Australian paper; and Mme. Sarah Grand's were thirty shillings for an article on "Chinese Women's Feet," contributed to *Chambers's Journal*.

Miss Correll made her first curtsy to the world in a sonnet entitled "Rosaling," which appeared in the *Theatre* of April, 1883, and for which she received a guinea cheque; Mrs. Humphry Ward's first entry into print was "A Westmorland Story," contributed to the *Churchman's Magazine* in 1869; and Miss Braddon has confessed, "The first thing of mine that ever appeared in print was a song, for which I got a never-to-be-forgotten half-guinea."

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MONDAY, 3rd May.—The Big Play:

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TUESDAY, 4th May.—At the Request of everybody:

"UP IN MABEL'S ROOM"

WEDNESDAY, 5th May.—The brilliant, sparkling and pleasant Farce:

"BABY MINE"

THURSDAY, 6th May.—A popular revival of the scream:

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FRIDAY, 7th May.—Loaded with laughs and lingerie:

"THE UNKISSSED BRIDE"

SATURDAY, 8th May.—The Comedy that is certain to satisfy:

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